







## JUST UNPACKED A VERY BIG SELECTION OF SUMMER HATS

THE VERY LAST WORD IN FASHION.

INSPECTION CORDIALLY INVITED.

ALSO

LADIES' WATERPROOFS FROM \$9.75

### "ELITE STYLES"

A.P.C. Building.

Phone C. 2432.

#### CHINA EXHIBITION.

##### STATEMENT OF ACCOUNTS PRESENTED.

At the final general committee meeting of the China Exhibition, the statement of accounts, having been circulated among the members, was taken as read, and carried by unanimous vote. The Rev. W. W. Rogers was in the chair, and mentioned that the exhibition from the financial side had been an undoubted success, as they had in hand the sum of \$1278.39, with an amount of \$368.25 that had not yet been received, which would bring the total up to \$1646.64, a return that was certainly not expected, but nevertheless very praiseworthy.

It was suggested that this sum be divided among various institutions in the Colony, and elsewhere, preference being given to Medical and Educational efforts, not all necessarily of distinctly missionary character.

After discussion the following amounts were voted:

Chinese Mission to Lepers	\$200.00
Alice Memorial and Netherdale Hospitals	100.00
Kwong Wah Hospital, Kowloon	100.00
C.M.S. Blind Boy's Home, Fochow	100.00
To St. Andrew's Church, for electric lighting, repair of furniture and lawn	300.00

(This represents out-of-pocket expenses only.)

The balance to be sent to the Church Missionary Association for their disposal.

The use of this balance, was subject to the following recommendations by the general committee, as appeals from the institutions mentioned below had been received by the Chairman.

The preference be given to the G.M.S. Leper Home, Pakhoi; the Victoria Home and Orphanage, Kowloon City; St. Hilda's Girls School, Canton; Holy Trinity College, Canton; St. Stephen's Hall (Women University Hostel) Hongkong.

Interesting information regarding some of the places for which help was approved was given. The Blind Boys' Home in Fochow, was outside the diocese, but it was felt that in view of the great need of the work that it was doing, help should be sent. St. Hilda's Girls' School, Canton, has continued its invaluable work all through the troublous times in Canton, while Holy Trinity College has been closed since 1925, and is just about to re-open under the Rev. and Mrs. H. A. Wittenbach. The work that the Kwong Wah is doing is so well known, that comment is needless.

The Chinese Mission to Lepers, under the patronage of Sir Shouson Chow, and Dr. S. W. Tao, two of the gentlemen who assisted at the opening of the China Exhibition, is a purely Chinese effort that is organized for the stamping out of this dread disease. It is felt that grants to these various societies and associations will meet with universal approval.

In a few closing words, the Chairman mentioned that he had heard from all sides congratulatory remarks about the exhibition, which remarks he passed on to the general committee, for it was due to their untiring efforts that the success of this unique event was made possible.

He read the letter from the Bishop of the Diocese, in which the Bishop, after congratulating the committee on the undertaking, expressed the hope that the experiment would be repeated in the future.

Mr. Rogers then conveyed his best thanks to the Committee for their work, and with a vote of thanks to the Chairman, the meet-

#### GRIM MURDER.

##### SEQUEL TO CHEUNG CHOW ROBBERY.

What appears to have been a brutal armed robbery and murder was committed on the first floor of No. 81, Taishan Street, Cheung Chow Island, early yesterday morning. Fokis of the shop on going to work discovered their elderly master, Ho Yee-hing, age 63, lying dead in a pool of blood, apparently killed by unknown robbers, who made off with about \$1,000 in H.K. bank notes, a diamond ring worth \$300, another diamond ring valued at \$200 and other jewellery, a total value of \$1,500.

The deceased was the owner of a general store situated in the basement of the house. At about nine o'clock on Thursday night, he retired to his bed in a cubicle on the first floor of his house, while six or seven foks stayed in the shop below. Throughout the night none of the men sleeping in the shop heard any startling noise on the floor above and it was not until 5 o'clock the following morning when one of the foks went up to awaken the old man that he found him with his throat gashed, his head being almost severed from the body. The bed clothes were saturated with blood.

Coupled with the tragic sight was the disorderly condition of the room, bills, small coins and other odd and ends being scattered in every direction, the safe having been opened and the money and jewellery extracted. Near the entrance of the cubicle and on the side of the safe bloody finger prints could be distinctly seen.

The gruesome find startled the foks and he immediately rushed down to the shop and raised the alarm.

The crime was immediately reported to the Cheung Chow Police and officers were despatched to make an investigation. They found one wide-bladed knife.

It is generally conjectured that the purpose of the crime was robbery and that the shop owner was murdered whilst in his sleep to prevent his raising an alarm and arousing the foks in the basement. It is not known how the thieves made their entrance into the cubicle.

A photograph of the deceased and of the tragic scene was taken, and the body was removed to the mortuary in Hongkong.

Following the discovery the Cheung Chow police lost no time in raiding suspected houses on Cheung Chow Island. A number of the craft were also searched.

#### INADEQUATE FINE.

##### MAN WHO AIDED LUNATIC.

London, May 18.

Mr. Bastone, who was charged at Hastings with aiding and abetting the escape of Prince Seifeddin, was fined £20 the maximum penalty under the lunacy act, which the Chief Constable described as totally inadequate considering the nature of the offence which the accused pleaded guilty.—*Reuter*.

ing was adjourned, "sine die" as the Chairman remarked!

##### Statement of Accounts.

Receipts.	
By loans	\$700.00
Entrance to Exhibition	1008.05
Takings and rent	5137.73
Total	\$6842.78
To come:	\$358.25
Expenditure.	
To Repayment of loans	\$700.00
Construction, repayments to stalls etc.	4869.39
Insurance	1273.39
Total	\$6842.78

#### BOYS KIDNAPPED.

##### TWO MEN CHARGED AT THE MAGISTRACY.

"You have given your evidence exceptionally well and you have shown signs of great intelligence" was the compliment which Major C. Willson made to a Chinese boy who gave evidence in his court yesterday.

The case was one in which two Chinese were charged in connexion with the kidnapping of two boys from their homes and with attempting to sell them. The defendants' names are Ah Fook and Choy Lin, the second of whom was represented by Mr. F. H. Losaby.

The story of the kidnapping, as related by Wong Tai-kay, the boy who was complimented by the Magistrate, was to the effect that on March 28 the two boys left their home for a walk in the central district of Hongkong. They lived in Wanchai with their mother at 74 Praya East and were the sons of a Chinese named Wong Kit.

Their wanderings took them near a Chinese Theatre, the name of which they did not know. Here they met a stranger, who, they subsequently learned, was called Li Cheung, who pretended he knew them very well and told them that he was an old friend of their father, whose name he gave. He asked the boys whether they were anxious to see the play, but the elder of the two boys replied that they had no money.

##### A Free Show.

On hearing this, the stranger offered to treat them to a free show, and despite the fact that the boys wanted to leave the theatre at about 10 p.m. the stranger managed to induce them to stay to the end of the performance, when he took them to the Yaumati Ferry Wharf and later to Yaumati.

On leaving the theatre, the boys were afraid to go home, the hour being so late that they feared their parents would object. The stranger offered them shelter in Yaumati, and that was how they went over without protest.

Here the first defendant, Ah Fook, came into the story. He visited the shop the day after the boys' arrival and later took Li Cheung and the boys to tea, following which the whole party went to Ah Fook's house in 76 Reclamation Street. The second defendant is also alleged to have visited the house in Reclamation Street, during the boys' stay at that address.

Three days after their absence from home, the boys were taken by Li Cheung and the second defendant to the village of Cheung Muk Tau, proceeding there by train. The party lived at a boarding house where the boys were inspected by prospective buyers.

Apparently the price asked was too high, or the boys did not satisfy the requirements of the purchasers, for they were not "sold" from the boarding house. The day after their arrival, they were taken to a farm where a woman looked them over and bought them from Li Cheung. The price was said to be \$150 for the elder boy and \$110 for the younger.

##### The Restoration.

The youths were then taught to tend cows and grow rice and plough fields. Exactly how long they were out at the farm, the witness could not say, but after a time they arrived at the farm a man who produced a paper which stated that the boys' father was looking for his sons, whose photographs were printed on the paper. The boys then accompanied this man, who restored them to their parents.

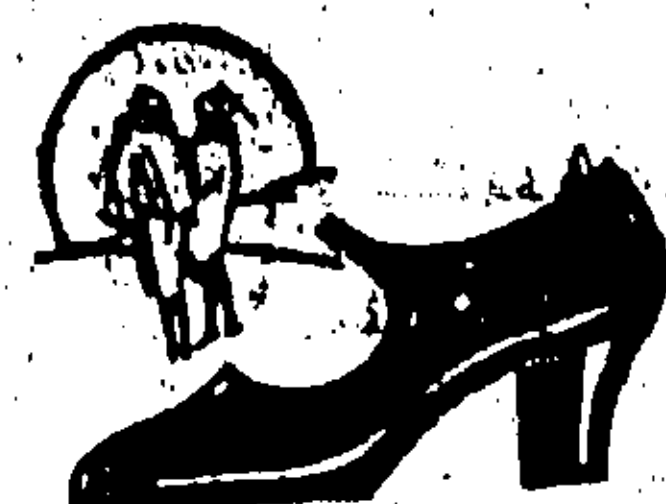
The younger brother, in a manner equally lucid, substantiated this story in almost every detail. The case was then adjourned by his Worship until Friday next, when the prosecution will give evidence of the arrest of the defendants.

#### "Get On or Get Under".

Efficiency is the key-note of success, and to be efficient the mind must be alert and the body in perfect working order. Pinkettes, used when necessary, are a great aid to efficiency because they prevent and dispel constipation, banish bilious attacks, sick headaches, liverishness, keep the skin clear and the breath pure, relieve Piles. Your druggist sells Pinkettes, or post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kiangso Road, Shanghai.

### PINKETTES

LAXATIVE PERFECTION  
KEEP YOU WELL



T. NAKAO

Japanese Shoe Expert.

TORTOISE SHELL BOXES AND CASES A SPECIALITY.  
Hongkong Hotel Building,  
Queen's Road Central.

If you want good health investigate and learn the truth of how Poo On Herbs have cured thousands. No drugs. No knife. Simply Poo On Chir-see Harbs. Catarrh, Nervousness, Constipation, Bronchial Asthma, Bronchitis, Rheumatism, Dropsy, Insomnia, Diabetes, Bright's Disease, and many other ailments.

POO ON HERBS CO.,  
65, Queen's Road Central,  
1st Floor.

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MASSAGE

5, Wyndham Street, 1st floor  
Hongkong.

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## Welcome

EXPERT OUTDOOR  
PHOTOGRAPHERS.

QUICKEST SERVICE

IN  
DEVELOPING, PRINTING,  
AND  
ENLARGING.

(Official Photographers)

To The  
"Hongkong Telegraph"

Address.  
ICE HOUSE STREET.  
(BEHIND HONGKONG,  
(ELECTRIC CO., SHOWROOM)

METALS

of all kinds especially for ship-  
building and engineering work.  
Complete stock. Best Terms.  
Immediate delivery.

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ESTABLISHED A.D. 1880.

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Phone ..... Central 515.

#### NEW MUSIC

ALL THE LATEST

FOX TROTS  
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BLUES  
BALLADS  
CLASSICS

Etc., Etc.

Come and make  
your selection  
at

TSANG FOOK PIANO  
COMPANY.

8, Des Vœux Road, C.  
(Entrance Ice House Street.)  
Telephone C. 4648.

#### MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

67, Queen's Road, C. 2nd floor.

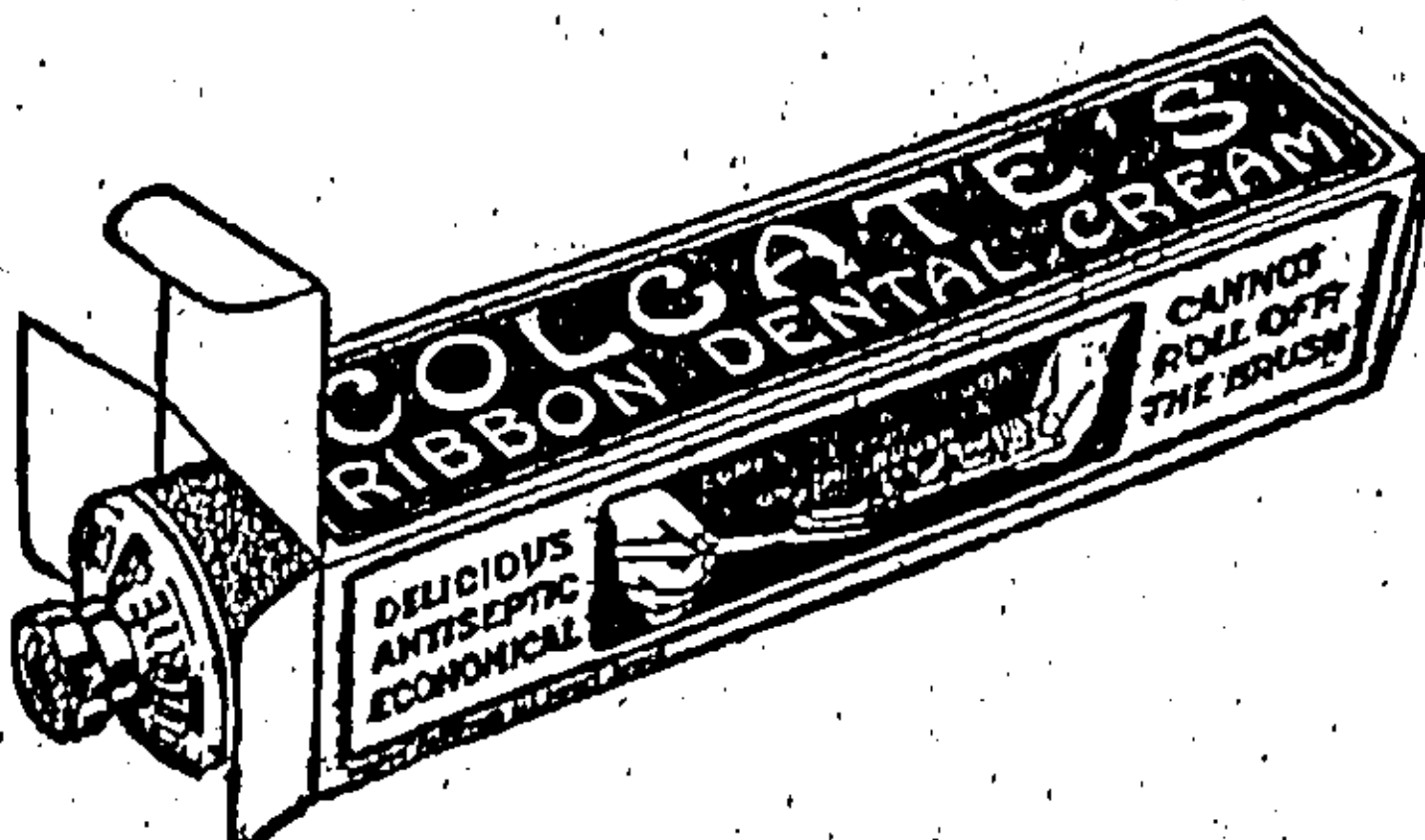
#### THE NAVY'S CHOICE

Gates  
ORIGINAL

## PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.



Obtainable at all High-class Stores.

Sole Agents for South China

HONGKONG TRADING CO., LTD.

Bank of Canton Building.

#### SALESMAN \$AM

#### Looks Bad for 'Em

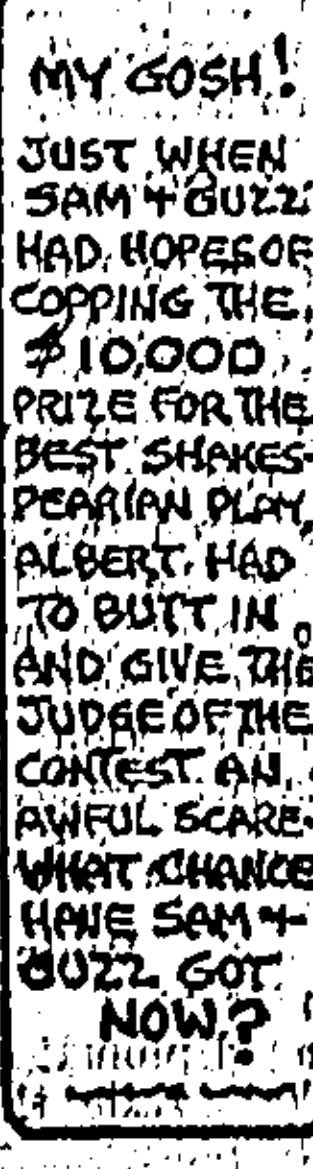
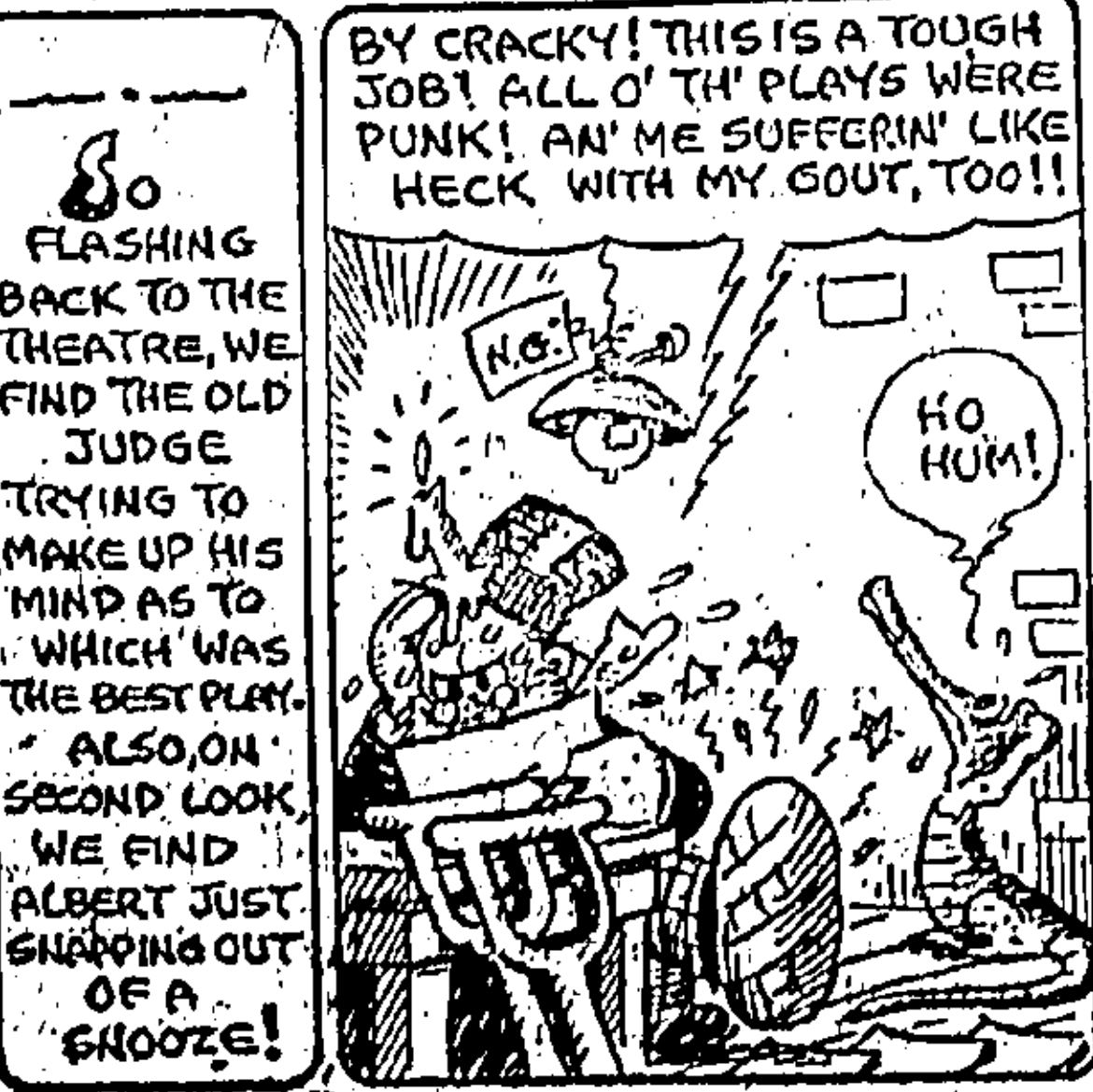
#### By Sinall

#### Lung trouble

can often be avoided  
by the timely use of  
SCOTT'S Emul-  
sion which is widely  
prescribed in all  
affections of the  
throat and chest.  
Ask for



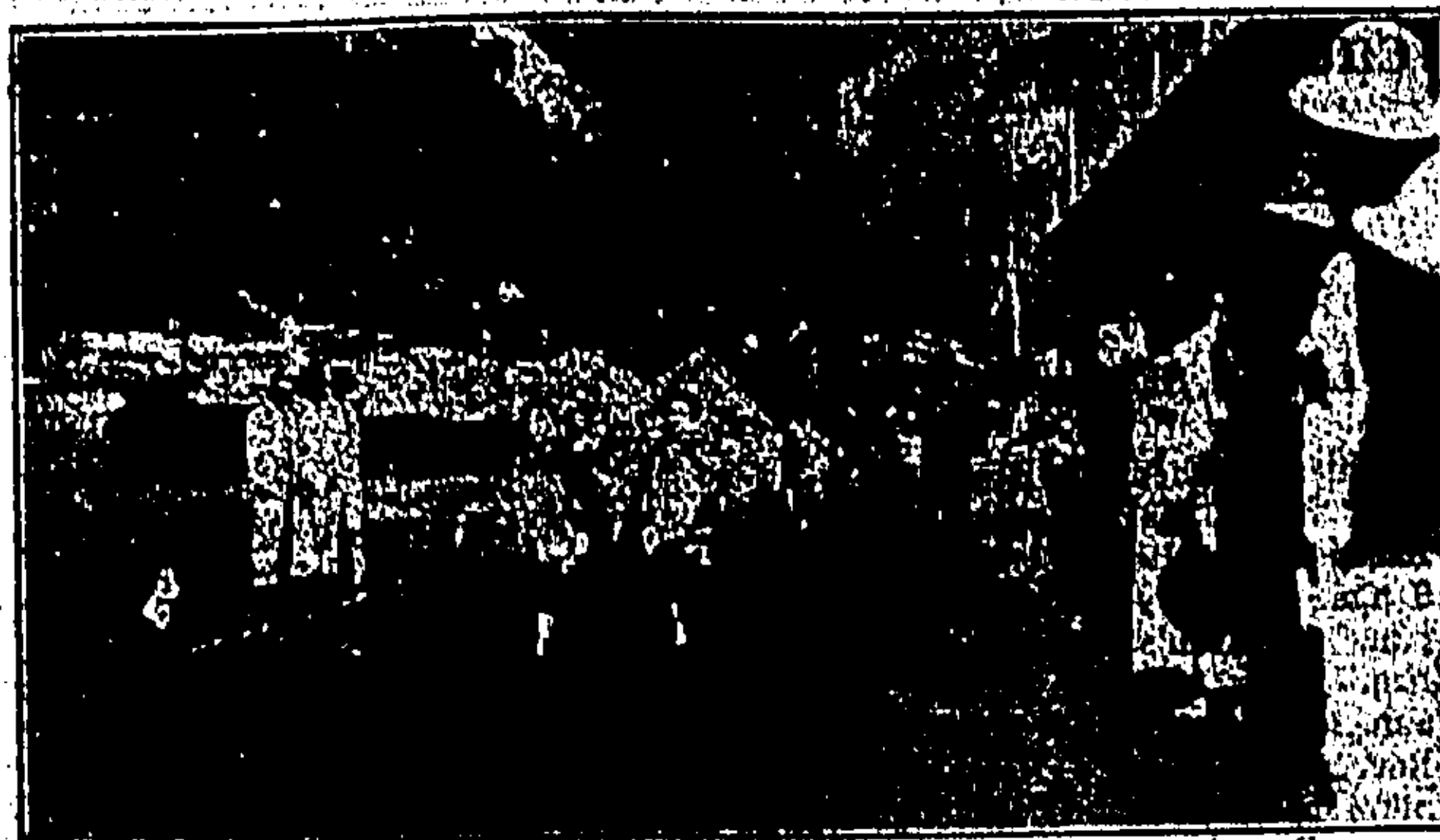
SCOTT'S  
Emulsion  
The protector of life







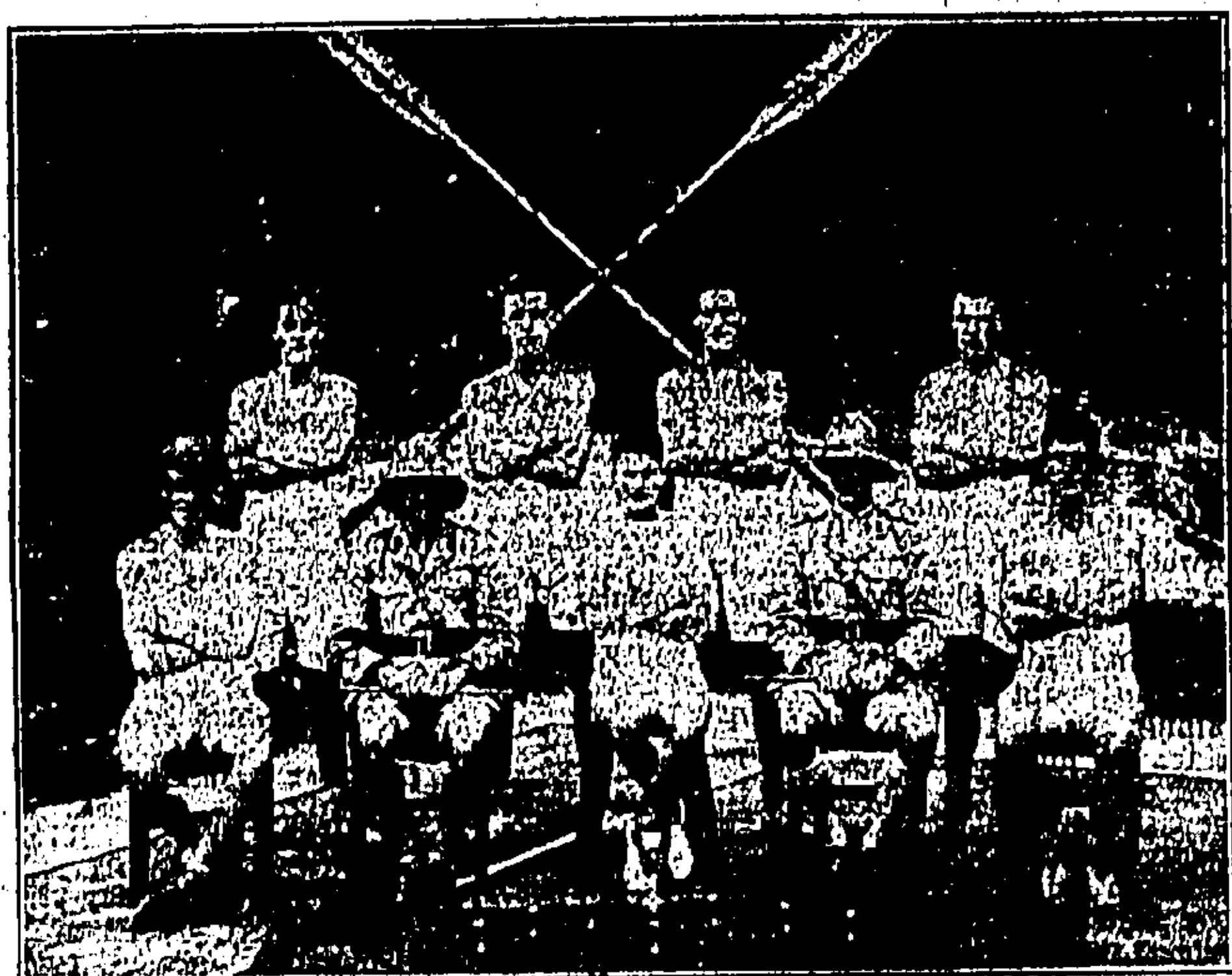
Start of Mile Invitation Race at St. Joseph's sports. (Photo: Welcome).



A spirited race for girls at the St. Joseph's College sports. (Photo: Welcome).



The Sacred Heart and Navy football teams, which recently met in a charity match. (Photo: Mee Oheung).



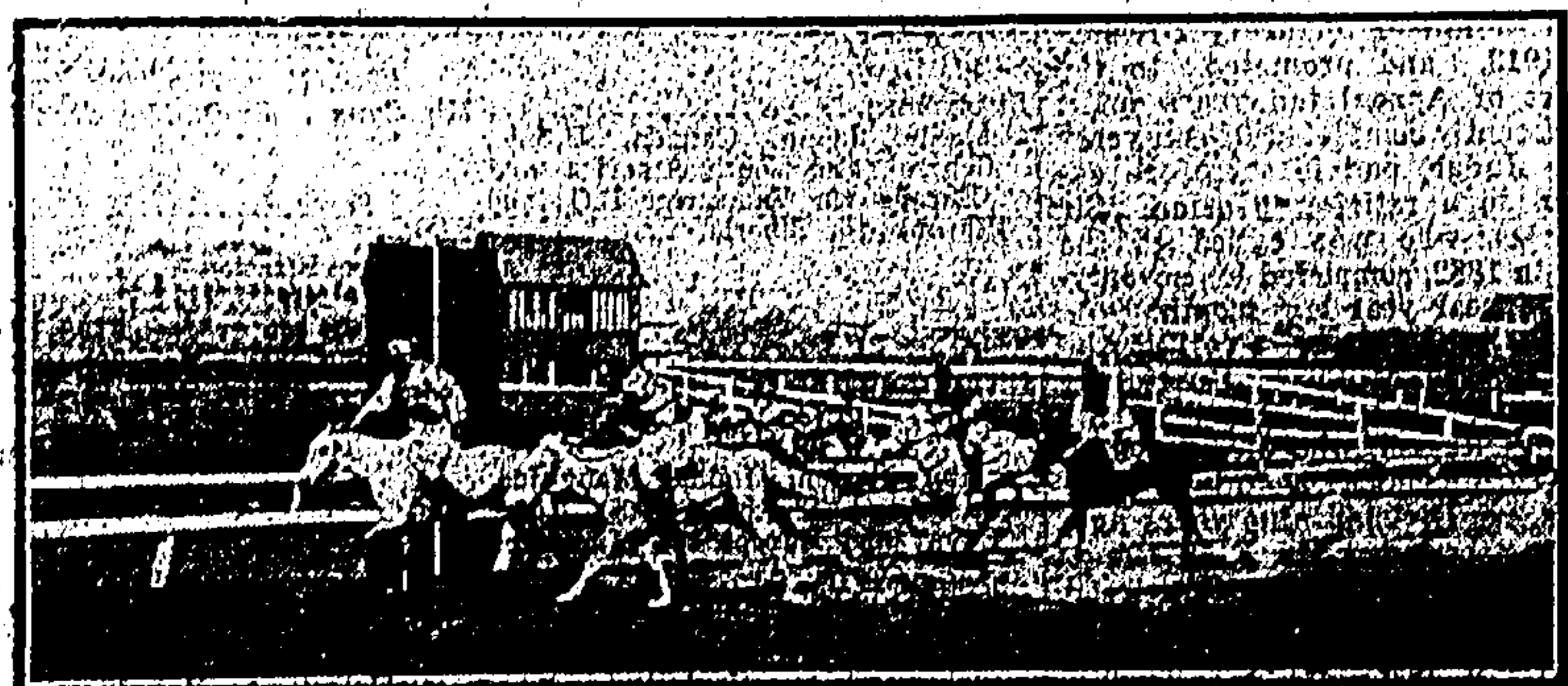
The 20th Heavy Battery R. A., winners of the Ah King Rowing Cup. Left to right:—Standing: L/Bdr. Tyler, L/Bdr. Brueton, Gnr. Backhouse and Gnr. Dean; sitting: L/Bdr. Bond, Major Tuke, L/Bdr. Cracknell, Lieut. Otten and Gnr. Lyons. (Photo: A. Hing).



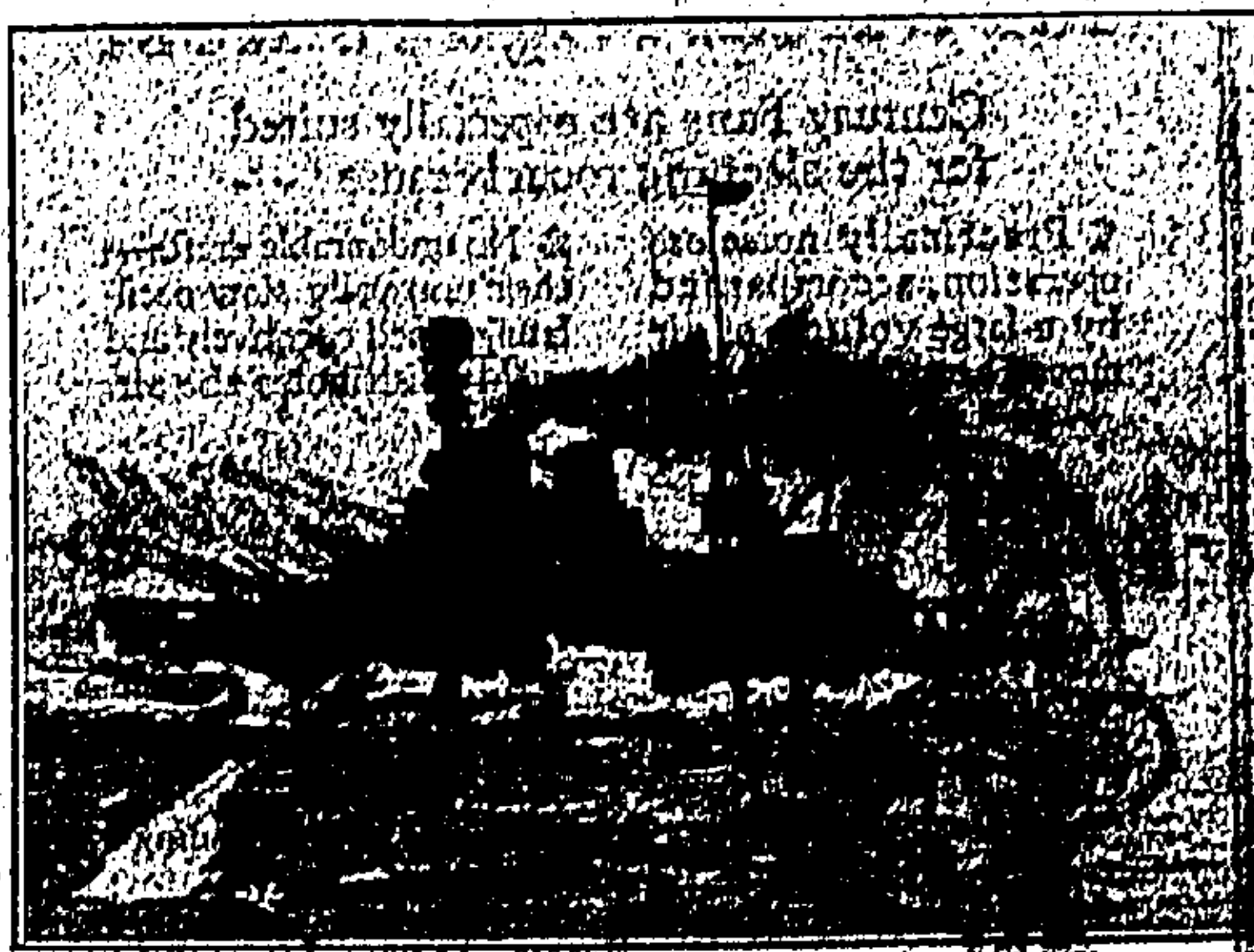
The 20th Heavy Battery R. A., winners of Brown Command and R. A. Rowing Cups. Left to right:—Standing: L/Bdr. Palk, Gnr. Fraser, L/Bdr. Nellis and L/Sgt. Alvey; sitting: Gnr. Downing, Major Tuke, Capt. Stopford, Lieut. Otten and Gnr. Shipley. (Photo: A. Hing).



Mr. Liddell's Wheatcroft, winner of the Champion Sweepstakes at the Shanghai Spring Meeting with Mr. A. J. P. Heard up, being led in after his triumph by a neck over White Rosemary and Alligator, by Mrs. Jack Liddell.



Wheatcroft, Heard up, beating White Rosemary by a neck in the sensational finish to the Shanghai Champions when the outsider nearly managed to get home in his last rush.



The British battle-cruiser Renown is here seen ploughing her way through heavy seas in the recent battle manoeuvres.

**JAEGER**  
(Pure Wool)

## BATHING SUITS

One piece Suits, in plain Colours or with Stripes		Two piece Suits, plain colour tops with dark blue Knickers
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A large selection including the "Meridian" and "Jantzen" makes.

Prices range from \$6.50 per suit  
less 10% discount for cash.

**Mackintosh**  
MEN'S WEAR SPECIALISTS & Co. Ltd.  
ALEXANDRA BUILDING. DES VOEUX ROAD

## P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

Agencies for:—

Bollinder's Crude Oil Engines Marine,  
Stationary and Lighting.

"WYANDOTTIE" Boiler Cleaner and Cleanser.  
King's Building, Top Floor.

Telephone Central 4422. Teletype Address "FARREBING"

La plus légère  
des Eaux de  
Table  
**EVIAN-CACHAT**  
VOIES  
DIGESTIVES  
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REIN, FOIE  
La plus  
efficace des  
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Sole Agents:—

CALDBECK, MACGREGOR & CO., LTD.

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Prince's Building (Ground floor.) Telephone C. 75.

## FIBRE BOARD CARTONS

the modern and economical containers for all classes of merchandise.

### ACME STEEL STRAPS

a fast and efficient method of re-inforcing fibre boxes, crates, bales,  
bundles and wood-boxes.

### ACME TACK-POINT FASTENERS

more easily driven and greater holding power.

J. M. DA ROCHA & CO.,  
Agents.

Fibreboard Products Co., of San Francisco.  
Acme Steel Co., of Brooklyn, New York.

## WHITEAWAY'S

KEEP-COOL

## "PYJAMAS"

A light weight fine matte cloth with  
**Short Sleeves and Drawers.**  
During the hot summer nights you  
will appreciate the unusual comfort  
obtained from this light weight  
fabric.

ENGLISH MADE, ROOMY, WITHOUT COLLARS.

Price **\$6.00** suit.

MEN'S OUTFITTING DEPARTMENT.

**WHITEAWAY, LAIDLAW & CO., LTD.**



## Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprises.

Advertise in  
**The Hongkong Telegraph.**  
and secure the co-operation of its readers in buying your goods.

## Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)  
The following replies are awaiting collection:—  
295, 300, 301, 305, 306, 315  
344, 363

### BOARD RESIDENCE.

**FAMILY HOTEL.**—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Harkow Road, Kowloon, Tel. K.357.

### FOR SALE.

**FOR SALE.**—Chesterfield suite, bedroom suite, blackwood chairs, bed, coffee set. Apply mornings, 17, Jordan Road, top floor, Kowloon, Owner leaving Colony.

**FOR SALE.**—Armstrong Siddleley Saloon 5-seater 1927 model. "Almost new. Special model for Hongkong all windows opening, balloon tyres. Price \$4600. Apply Box No. 365, care of "Hongkong Telegraph."

### PREMISES TO LET.

**TO LET.**—At moderate rental, Office 1st and 2nd floors, No. 1, Duddell Street. Use of Lift. Apply Box No. 363, care of "Hongkong Telegraph."

**TO LET.**—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

**TO LET.**—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

**COMMODOUS OFFICES** to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sargison and Company, Ltd.

**TO LET.**—Best locality Kowloon, sea-front, 7 minutes to ferry, fully furnished five-room flat, top floor, modern sanitation, July to September. Rent \$175.00. Tel. C.3616.

**TO LET OR FOR SALE.**—With early possession European House on Broadwood Ridge, Happy Valley, containing six rooms with Tennis Court. Particulars. Apply Messrs. Dencons.

## GOVERNMENT HOUSE RECEPTION

JUNE 4th

We are officially informed that the correct Civilian dress for this occasion is

WHITE MESS JACKET  
WHITE WAISTCOAT  
BLACK TIE  
STIFF FRONTED SHIRT  
DECORATIONS

**Mackintosh & Co. Ltd.**

MEN'S WEAR SPECIALISTS  
Alexandra Bdg. Des Voeux Road.

## New Advertisements.

### THE HONGKONG JOCKEY CLUB.

The Fifth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 26th May, and Monday, 28th May, 1928, commencing at 2.30 p.m. on both days. The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1.00 per day for all persons, including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure; tickets for whom can be obtained from Messrs. Linstead and Davis at \$5.00 each per day up to Friday the 25th May, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2.00 per day. Each member can obtain upon application to the Secretary, Badges for admission of 2 Ladies free of charge. Bookmakers, Tic Tac men, etc., will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

### HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFPINS  
1928/1929.

Lists are now open for Members to subscribe for Subscription Grifpins for season 1928/1929 and have been posted at the Race Course, Stables (Causeway Bay) Hongkong Club, and Secretary's Office.

By Order,

H. R. FORSYTH,  
Acting Secretary.  
Hongkong, 15th May, 1928.

### UNION INSURANCE SOCIETY OF CANTON, LTD.

#### NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Building, Hongkong, on FRIDAY, 25th May, 1928, at 11 o'clock a.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from 9th May to 25th May. Both Days inclusive.

By Order of the Board,  
PAUL LAUDER,  
General Manager.  
Hongkong, 1st May, 1928.

### THE CHINA FIRE INSURANCE COMPANY LIMITED.

#### NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-NINTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 25th May, 1928, at 11.15 a.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 9th May to 25th May. Both Days inclusive.

By Order of the Board,  
PAUL LAUDER,  
General Manager.  
Hongkong, 1st May, 1928.

### BRITISH TRADERS INSURANCE COMPANY LIMITED.

#### NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-SECOND ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 25th May, 1928, at 11.20 a.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 9th May to 25th May. Both Days inclusive.

By Order of the Board,  
PAUL LAUDER,  
General Manager.  
Hongkong, 1st May, 1928.

### HAIR WAVING.

MRS. BETTEN'S permanent hair waves by oil process leaves the hair soft and glossy. Sea bathing, dampness improves its beauty. 2, Prat's Building, Kowloon, Phone K.945.

## CHURCH NOTICES.

Sunday of the  
Ascension.

### LOCAL SERVICES.

St. John's Cathedral, Hongkong.  
May, 20th 1928. Sunday after Ascension. Holy Communion, 8 a.m. Military Service, 9.30 a.m. Children's Service, 10.15 a.m. Peak Sunday School, 10 a.m. Matins, 11 a.m. Preacher: Rev. H. V. Koop. Holy Communion, 12 noon. Evensong 6 p.m. Preacher: The Dean

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Soul & Body" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

## CHINA AUCTION ROOMS.

6, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

## QUEEN'S THEATRE

VICTOR HUGO'S MIGHTY

LES MISERABLES

TUESDAY TO SATURDAY

## ROCKET CAR'S 430 M.P.H.

FASTEST SPEED EVER ON GERMAN TRACK.

### NO DRIVER.

Derlin, April 13.  
Herr Fritz von Opel, director of the Opel Motor Car Company, the biggest automobile firm in Germany, stated that during trials yesterday at Russelsheim, with a rocket motor-car propelled on the rocket system, a speed of 430 miles per hour was attained for a few seconds.

Herr Opel further declared that there was practically no limit to the speed which could be reached by the new machine, which has the appearance of the ordinary racing car, except that the back part consists of a steel chamber with 12 round openings, out of which penetrate the steel pipes from which the rockets are discharged.

Fuses are connected with the pipes and are linked upon a switch-board.

### Sheet of Flame.

The rockets are discharged by means of an electric spark, and a sheet of flame bursts out from behind the car, which shoots off at a terrific speed, enveloped in a cloud of smoke.

The drawback to the new invention is that each rocket costs a small fortune.

The machine will be brought to Berlin next month for trial purposes and an attempt will be made to beat the British world's speed record with a car which will run on rails.

For this purpose the German railways are placing a suitable stretch of railway-line at the disposal of the Opel Company.

60 m.p.h. in Eight Seconds.

The rocket car attained a speed of 60 miles an hour in eight seconds.

For some time past experiments have been conducted with a view to propelling an aeroplane by means of explosive gases fired out of the back of the plane.

As the body rushes along, air sweeps into the partial vacuum created by its passage. An air current is thus induced, travelling in about the same direction as the moving body.

The explosive gases imping on this moving air current. Thus, the faster the body is travelling, the faster is the air current rushing to take its place, and the greater the propelling force attained by the explosions.

## ICE CREAM

— The Solution —

If you require something smaller,

Try our

Twenty cent packet

(complete with spoon)

"Enough for one if one's Enough"

Pint and Quart Bricks

Reduced to

70 cents and \$1.25 each.

Same high quality

The Dairy Farm Ice & Cold Storage Co., Ltd.

## Quiet, Refreshing Breezes for a Real Night's Rest

Century Fans are especially suited for the sleeping room because—

- 1 Practically noiseless operation, accompanied by a large volume of air moved at slow speed.
- 2 No undesirable drafts—their unusually slow oscillating speed effectively and evenly distributes the air.



**Century FANS**

Obtainable from all leading Electrical Dealers.

Messrs. Shewan Tomes & Co.

Sole Agents.

## "TEMPLE BAR—PLEASE!"

LONDON'S NEW 'PHONE EXCHANGES.

### FANCY IN NAMES.

A pleasing imagination has been at work in christening some new London telephone exchanges, existing or prospective, and, as a change from arbitrary or purely local names, we shall soon be calling or dialling some taken from the scroll of history.

In the London Telephone Directory now being issued to subscribers appears "Temple Bar," although this exchange, which is in the Strand, has not yet been opened. Telephones were only just being thought of when Temple Bar made its exit from the London stage, but none will begrudge its reappearance in the new setting, seeing that for many centuries Temple Bar was far more frequently on the lips of Londoners than Trafalgar Square or Piccadilly-circus now are. For Temple Bar, as is well known, marked the division between shire and city, and the heads of traitors were left to moulder on it.

Other interesting titles chosen for new exchanges are "Amherst," which celebrates the long connexion of that family with Hackney, a connexion going back to the time when the founder of its fortunes was regarded as "the richest commoner in England," and when the old Hackney Manor House was its home. "Abacorn," the title of a relief exchange at Maida Vale, recalls the territorial associations with Middlesex of a family whose name has always been one to conjure with. One of the earliest sections of the family kept sixteen men servants in livery, and when somebody suggested to him that he had copied the livery of the royal house he replied: "Sir, this was the livery of the Hamiltons before the House of Brunswick had a servant to put it on."

Gladstone's connexion with Cricklewood is rather slender. Blackheath, one would have thought, might have appropriated his name more properly, for there he once made a celebrated speech in the rain, standing not indeed on a tub but on a wagon. However, on the strength of some walks he used to take at Cricklewood at one period we shall recall his name before we can telephone to anybody in that district. The origin of "Livingstone" for West Norwood will be secure. "Spurgeon" would have been better, since the great preacher lived there, and his house still stands; but no doubt the exigencies of dialling, not to mention phonetic, are against him.

"Macaulay" will be a delightful name for the Wandsworth-road exchange, for it celebrates the historian's boyhood connexion with the district immediately adjoining. To him Clapham Common and a place of inexhaustible romance and mystery. "A slight ridge intersected by deep ditches towards the west of the Common, the very existence of which no one above eight years old would notice," says Trevelyan in his biography, "was dignified with the title of the Alps; while the elevated island, covered with shrubs, that gives a name to the Mount Pond, was regarded with infinite awe as being the nearest approach within the circuit of his observation to a conception of the majesty of Sinai."

Macaulay's residence at Clapham, though it terminated in his twelfth year, was the period of his most prolific literary activity—according to his biographer. Poems, hymns, and universal histories came from his juvenile pen.

### JUDICIAL CHANGES.

MR. JUSTICE RUSSELL PROMOTED.

The King has been pleased to approve the appointments of the Honourable Frank Russell, one of the Judges of the High Court of Justice, Chancery Division, to be a Lord Justice of Appeal in the place of the Right Honourable Sir Charles Henry Sargant, who has resigned his appointment as Lord Justice, and of Mr. Frederick Herbert Maughan, K.C., to be one of the Justices of the High Court of Justice, Chancery Division, in the place of the Honourable Frank Russell.

Sir Charles Sargant was appointed to the Chancery Division in 1913, and promoted to the Court of Appeal ten years later. He recently completed fifteen years as a Judge, and is therefore entitled to a retiring pension. Sir Charles, who was called to the Bar in 1882, completed his seventy-second year last month.

The Hon. Frank Russell is the fourth son of Lord Russell of Killowen, and a brother of Sir Charles Russell, who died recently. He was appointed a Judge of the Chancery Division nine years ago. The new Judge, Mr. F. H. Maughan, K.C., has for some years been one of the "leaders" of the Chancery Bar. Born in 1866 he was called to the Bar in 1890, and took silk in 1913. He is a brother of Mr. Somerset Maughan, the novelist and dramatist.

## POST OFFICE NOTICE

### RADIO NOTICE.

RADIO TELEGRAPH SERVICES are now in operation as follows:—  
Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwongchow, Fort Bayard, Tchekam, Hoihow, Amoy and Foochow, etc.  
It is notified for information that the via Wireless rate to EUROPE has been reduced to \$1.65 per word. The rate to the Dutch East Indies has been reduced from \$1.00 to 90 cents per word as from April 25th, 1928.

Rates and further particulars on application to the RADIO COUNTESS, 1st Floor, Government Building.

Telegraphic Addresses—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by airmail post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Postal Service to Swatow and neighbouring places is entirely suspended until further notice.

A direct service to Yunnan Province has been opened 20th April, 1928. The inclusive charge will be 60 cents per word; no charge will be collected from the addressee in Yunnan. The service is, however, liable to interruption owing to atmospheric disturbances and messages are accepted at sender's risk.

The service from GOW Royal Observatory W/T Station is temporarily suspended owing to a breakdown of machinery. Meteorological traffic with ships will be worked by VPS Cape D'Aguiar W/T Station on 600 metres. The 300 metres telephony service is suspended until repairs are effected.

The Postal Service to Swatow and neighbouring places has now been resumed.

INWARD MAILES.		
From	For	Due
U.S.A., Honolulu, Japan and Shanghai	President Wilson	May 19.
Shanghai and Swatow	Szechuen	May 19.
Shanghai and Swatow	Dovanha	May 21.
Europe via Nagasaki, papers only	Mirzapore	May 21.
U.S.A., Honolulu, Japan and Shanghai	President Lincoln	May 21.
Shanghai	Pres. Grant	May 21.
Shanghai	Kidderpore	May 21.
Shanghai and Amoy	Chennai	May 21.
Japan and Shanghai	Athos II	May 22.
Japan	Mishima Maru	May 22.
U.S.A., Honolulu, Japan and Shanghai	Taiyo Maru	May 22.
U.S.A., Canada, Japan and Shanghai	President Cleveland	May 25.
Straits	Kamo Maru	May 25.
Manila	Emp. of Asia	May 25.
Japan and Shanghai	Hakusan Maru	June 1.

OUTWARD MAILES.		
For	Per	Date
Saigon, Straits, Ceylon, India, Manila, Mauritius, East and South Africa, Egypt, and Europe via Marseilles	Shun Chih	Sat., May 19, 2.30 p.m.
Amoy and Japan	Pres Wilson	Sat., May 19, 5 p.m.
Shanghai and Europe via Siberia	Santha	Sat., May 19, 5 p.m.
Hoihow and Haiphong	Helenus	Sat., May 19, 5 p.m.
Swatow, Amoy and Formosa	Borneo	Sat., May 19, 5 p.m.
Bangkok via Swatow	Horan Maru	Sun., May 20, 9 a.m.
Amoy	Kalgan	Sun., May 20, 9 a.m.
Amoy	Orestes	Sun., May 20, 9 a.m.
Straits	Hydrangea	Mon., May 21, 2.30 p.m.
Amoy	Sinkiang	Mon., May 21, 4.30 p.m.
Straits	Glenara	Mon., May 21, 4.30 p.m.
Shanghai, Japan, Honolulu, U.S.A., C. & S. America, Canada, Europe via San Francisco and Europe via Siberia	Parcels	May 21, 5 p.m.
Straits and Calcutta	Registration	May 22, 8.45 a.m.
	Letters	May 22, 9.30 a.m.
	(Due San Francisco 13th June.)	
	Fooksang	Tues., May 22, noon.
	Parcels	May 22, 1 p.m.
	Letters	May 22, 2 p.m.

Swatow, Amoy and Foochow	Hai Yang	Tues., May 22, 2 p.m.
Saigon, Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Athos II	Tues., May 22, K.P.O.
	Registration	May 22, 1 p.m.
	Letters	May 22, 1 p.m.
	G.P.O.	
	Registration	May 22, 1.45 p.m.
	Letters	May 22, 2.30 p.m.
	(Due Marseilles 23rd June.)	
Manila	President Grant	Tues., May 22, 4.30 p.m.
Shanghai	Hupeh	Tues., May 22, 5 p.m.
Manila, Australia and New Zealand via Thursday Island	Mishima Maru	Wed., May 23, 8.45 a.m.
	Registration	May 23, 9.30 a.m.
	Letters	May 23, 10.30 a.m.
	(Due Thursday Island, 4th June.)	
Swatow	Foo Shing	Wed., May 23, 10.30 a.m.
Java via Batavia	Tillwong	Wed., May 23, 2.30 p.m.
Swatow, Amoy and Foochow	Hai Ning	Fri., May 25, 5 p.m.
Shanghai	Szechuen	Fri., May 25, 5 p.m.

Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Malwa	Sat., May 26, K.P.O.
	Parcels	May 26, 4.30 p.m.
	Registration	May 26, 9 a.m.
	Letters	May 26, 10 a.m.
	G.P.O.	
	Registration	May 26, 5 p.m.
	Letters	May 26, 5.45 a.m.
	(Due Marseilles 23rd June.)	
Amoy	Antung	Sat., May 26, 5 p.m.
Bangkok via Swatow	Kwangchow	Sun., May 27, 9 a.m.
Amoy	Sunning	Mon., May 28, 9 a.m.
Shanghai, Japan, Honolulu, San Francisco and Europe via Siberia	Taiyo Maru	Tues., May 29, 9.45 a.m.
	Registration	May 29, 10.30 a.m.
	Letters	May 29, 11.30 a.m.
	(Due San Francisco 22nd June.)	
Straits and Calcutta	Hosang	Tues., May 29, noon.
	Parcels	May 29, 1 p.m.
	Letters	May 29, 2 p.m.

Straits, Egypt and Europe via Marseilles	Menelaus	Tues., May 29, K.P.O.
	Registration	May 29, 1 p.m.
	Letters	May 29, 1 p.m.
	G.P.O.	
	Registration	May 29, 1.45 p.m.
	Letters	May 29, 2.30 p.m.
	(Due Marseilles 20th June.)	
Sandakan	Hin Sang	Tues., May 29, 1.30 p.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and Europe via Vancouver B.C. and Europe via Siberia	Parcels	May 29, 5 p.m.
	Emp. of Asia	Wed., May 30, 8.45 a.m.
	Registration	May 30, 9.15 a.m.
	Letters	May 30, 10 a.m.
	(Due Vancouver B.C., 16th June.)	
Swatow	Yat Shing	Wed., May 30, 10.30 a.m.
Hoihow, Pakhoi and Haiphong	Teau	Thurs., May 31, 8.30 a.m.
Japan	Rakuyo Maru	Thurs., May 31, 10.30 a.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Hakusan Maru	Sat., June 2, K.P.O.
	Registration	June 1, 4.30 p.m.



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TO-DAY.

## DOUBLE FUNCTION.

[By Sir Lawrence Weaver, K.B.E.]

The Building Exhibition at Olympia comes along again, and fulfils its double function. It provides a stage on which the technical person, whether architect or builder, may see what new materials, and what fresh intriguing gadgets the ingenuity of manufacturers has provided for the home. Not less important, it enables the general public to sort its mind on what, after all, are the raw materials of the Mistress Art, which affect alike the comfort and the aesthetic emotions of everybody.

I think it was Professor Lethaby who said many years ago, that architecture would be better classified by the materials used to express it, than by the names of historical styles—Perpendicular, Georgian, and what not—customarily used to make identifications. Such a method grows more feasible every day, because the modern note in architecture, whether within or without, is validly expressed by the new materials and new types of construction which science provides for the service of changing social conditions.

It is surely that building construction has made a greater leap forward in the last 80 years than in the previous 800. Structural steel and reinforced concrete are new facts which have created new possibilities, and they are only the outstanding and more obvious examples.

## The Victorian Contribution.

So long as the available materials were wood, stone and brick, the developing genius of architectural design moved from beam construction to the arch and the vault. But when the architects of late French Gothic had achieved their miracles by supporting the loftiest roofs with a complex mechanism of flying buttresses, they had come, speaking broadly, to the end of what could be done. The Renaissance developed classical motifs on novel lines, but, structurally, mainly by skilful juggling with the dome, and that was no longer a new idea. The Gothic revival contributed nothing either to construction or style, and we have to look to the iron of the despised Crystal Palace as the significant achievement which emerged from the absurdities of the great Exhibition of 1851. It was the Victorian contribution to modernism in architecture.

To-day, however, materials are exercising a prodigious influence on design, more revolutionary than at any previous period of building.

Structural steel work is alone responsible for that architectural portent which is New York. The very few years during which New York's zoning law has been in operation have already furnished that astounding city with a series of buildings recalling, on a gargantuan scale, Sir Christopher Wren's steeple of St. Bride's Church, Fleet-street. At the feverish rate with which buildings below twelve storeys are being torn down to be replaced by others of thirty storeys and more, New York will become, without much delay, a province of steeples.

## Taller London.

London's Building Act, allied with our soft subsoil, stands in the way of this development, but we have clearly to face a somewhat taller London. The great block of flats on the Grosvenor House site, the design of which has been supervised by Sir Edwin Lutyens, is causing considerable searchings of heart. Many criticisms of it are current, but it seems an admirable solution of a simple problem. The real anxiety is lest the inevitable development of the rest of the Park-lane frontage should be in less competent hands. London has an opportunity here of providing a large and needed amount of accommodation in buildings of a height which economises demand of the site. The view to the west must always be open, and I cannot imagine why it should be supposed that Hyde Park will suffer from having a modest cliff of fine brick work on its eastern margin. If the average quality of the next few years' new architecture in Park-lane prove as high as the new work in Park Avenue, New York, no one will have reason to complain.

## A Black and White Confection.

It is a little difficult to see why the new Grosvenor House has drawn so much criticism. People are still frightened of plain sur-

(Continued On Page 6.)

BROTHERS OPPOSED  
ON PRAYER BOOK.LORD HUGH CECIL FOR:  
BISHOP OF EXETER AGAINST.

How Lord Hugh Cecil, M.P., and his brother, Lord William Cecil, Bishop of Exeter, are divided in their views on the proposed New Prayer Book has just been revealed.

Lord Hugh Cecil, M.P., addressing a crowded congregation at Greenwich Parish Church, said that the majority of the changes were quite of a non-controversial character, but acute controversy had arisen on two points and on these the issue almost entirely depended. These were the Prayer of Consecration and the Reservation of the Sacrament.

In the first case he saw little reason for any objection. Taken altogether, there was no doctrinal change in the New Prayer Book regarding the relationship between our Lord and the Consecrated Elements.

On the question of Reservation, that was really a matter of spiritual expediency. No difference in principle was involved. The use of the Reserved Sacrament for purposes of adoration was absolutely prohibited in the new Rubric.

If the Measure were rejected again, the changes which so many objected to would be done without lawful authority.

## "Dreads its Passing."

The Bishop of Exeter, writing in the Diocesan Gazette, states: "A Book which is so unclear that even its promoters do not know its meaning is not a Book likely to restore order in the Church. I myself have had the greatest difficulty in interpreting the Rubric either in its new or old form, and I am but too painfully aware that the moment I try to put in force that Rubric I must plunge the Diocese into many unedifying controversies."

The Bishop does not think there is any doubt that in certain cases a refusal of licence will be calmly ignored, and the Bless Sacrament reserved in defiance of the Bishop's ruling, and adds that he looks forward with dread to the passing of the Book.

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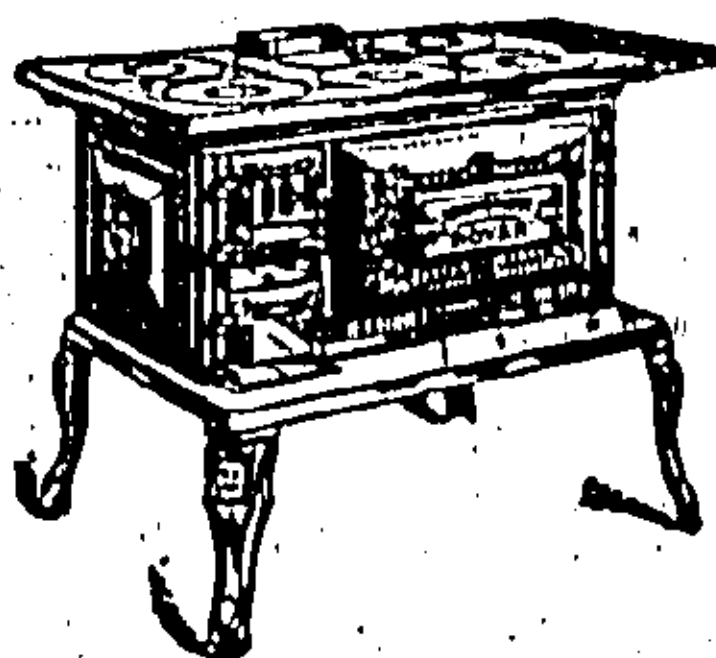
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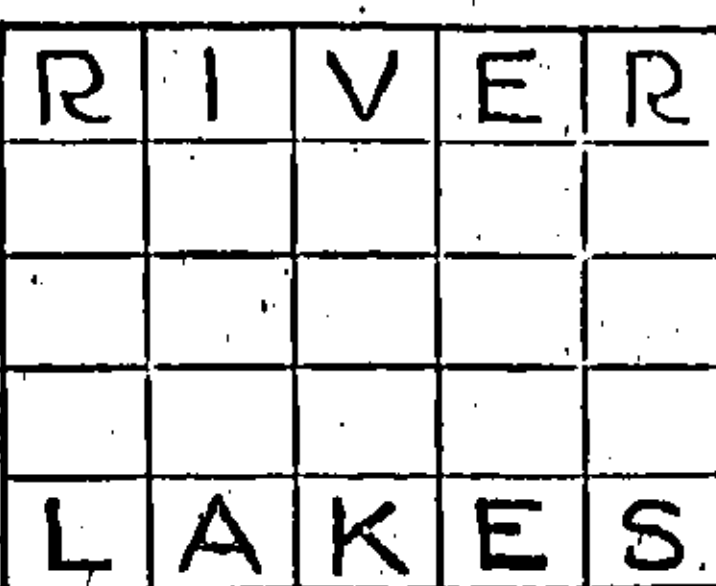
A young man who escaped from a mental home at Camberwell, S.E., has been recaptured by an attendant who recognised him in Whitehall.

## LETTER GOLF.

You don't have to paddle far to go from RIVER to LAKES—par is only four, but it's a tricky, tricky business.



tricky business and you may find it difficult to achieve.



1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HEN, HEN.  
2—You can change only one letter at a time.  
3—You must have a complete word, of common usage, for each jump. Strange words and abbreviations don't count.  
4—The order of letters cannot be changed.  
One solution is printed on another page of this issue.

THE INVASION OF SOHO  
FROM GARLIC TO FERRO-  
CONCRETE.

Theatre-land is a wealthy country and possesses a high proportion of motor-cars per head of population. Unfortunately, it never seems to know where to put them. It is now announced that the problem is to be tackled squarely, and we hear stories, like Wellsian prophecies, of a garage that will accommodate motor-cars like books on a bookshelf and which is to be erected in the heart of Soho. Soho sooner or later is going to end its life as London's garage. Once upon a time you crossed the Channel in crossing Oxford-street, but soon it will be more like crossing the Atlantic. The ideal of comfortable dirtiness which smelted of garage is being overlaid with ferro-concrete.

Yesterday (writes an Observer correspondent) I went to look for the essential spirit of Soho. Tradition has it that this is to be found, if anywhere, in Poland-street; and that turning a corner you cross a frontier and come abruptly on foreign parts. But you don't. You find first a number of Oxford-street shops that have spread, as it were, round the corner and the ferro-concrete of a cinema; and then there is Great Marlborough-street, which has given itself over to music and motor and hat shops, and is as well swept and garnished as Bond-street. Some of the new Regent-street shops have spread into the other end of the street; more ferro-concrete.

## The Capital of Soho.

If you hurry past this modernity, right down Poland-street into the interior, you only find that one of the new garages has spread itself in courts and cellars in all directions and on many different levels, with concrete hills running hither and thither—rather like a tube station. Broad-street—which contains Blake's house, not to mention the Goldsmith's Benevolent Association—is overshadowed with factories; and Golden-square, which ought to be the capital of Soho, is instead the centre of disaffection. To look across the square from the north is like looking at a pictorial advertisement for an American hotel of many stories—were it not that one shy hovel of only four stories blazes among its laugher brethren, while in the background the even taller buildings of Regent-street overshadow them all.

It is a relief to hurry into Little Pultney-street, which is still dirty and has a street market. It is here that the newest garage is to be. It will abolish some of the dirtiest courts—William and Mary-court, for example, which is almost a rubbish heap—and round off some of the sharper corners. But how will it accommodate itself to the street market? Is that to vanish too?

## Wardour-Street.

Here is Wardour-street. It is a long time since Wardour-street was a part of Soho. Yesterday it might almost have been a street in China, so many long banners, posters, and other decorations did the film people hang out of their windows. The narrowest part of the street has not yet fallen to the films, and here one almost got a smell of the real Soho; but soon it gives place to a few hat-shops and dress-makers', which are apparently more characteristic of the Soho of our days than restaurants. You can still buy silk stockings from a stall in Berwick-street, and it has still something of the air of a market in foreign parts: people still call it "quaint." Yet every day it becomes more an affair of shops than of stalls; more an affair of "Yes moddam" than of the lusty, "Ere y'are, goin' dirt cheap!" And did not Berwick-street the other day announce its intention of advertising itself as a street—in the most modern manner, just as Rowent-street does? There is an end of quaintness.

Dean-street has lost its character; it has a theatre, another great garage which has concreted all the dark corners of the district, and modern shops. Soho-square

QUEEN ELIZABETH'S  
BED.FRENCH MINISTER ON HIS  
SLEEPLESS NIGHT.

Paris, Apr. 16.  
At a meeting at Lyons yesterday afternoon M. Herriot defended himself from the charge of having done nothing but smoke his pipe with Mr. Ramsay MacDonald on the occasion of his historic visit in 1924 to Chequers.

"They gave me," he said, "an historic room, Cromwell's table and Queen Elizabeth's bed. Well, I ask pardon of the Queen's memory, but I slept very badly in her bed."

Mr. MacDonald and he, he added, had worked late into the night, and were up at work again early the next morning.

M. Herriot not unnaturally describes the Chequers meeting as a turning point in the history of nations, for it was the highest point of his own popularity. "It was from that cordial interview," he declared, "that the possibilities of peace date." He also takes credit to himself as well as to M. Briand for the work done at Geneva in favour of peace.

"I remain convinced," stated M. Herriot, "that in order to solve the numerous problems of international relations we must have a general charter of peace. It was on the problem of peace that the Republicans were united in 1924. Whatever may be the difference of conception that separate us, we shall permit no one to touch the grandeur of that work or the majesty of its memory."

## THE "ITALIA."

CRUISE OVER UNEXPLORED  
LAND.

Kings Bay, May 18.  
The airship "Italia" landed at the conclusion of her cruise over the unexplored region between Franz Josef Land and Nicholas Land.—*Reuter.*

has been almost entirely rebuilt. There only remains Greek-street and Frith-street and a part of Old Compton-street which can reasonably be called Soho. In two places Soho has broken its boundaries and spread to the north and to the east. New Compton-street, which is on the wrong side of Charing Cross-road, though it is half-full of music shops and rehearsal rooms, breathes sometimes a whiff of garlic; and there are semi-mythical tales about a cook who hides himself in one of its corners. They say he cooked for a king and a prime minister; that he was exiled and had curious adventures. But only the most knowledgeable persons know where to look for him.

Fewer French, More Italian.  
The real Soho seems to have moved to the north. Charlotte-street has always been the centre of a foreign quarter. There is an old German school near by, and the Swiss Consulate and the Swiss Club and many restaurants and many artists in eccentric attire; and here, too, is one of the last cafe bars where half the people speak French or Italian.

Many of the former inhabitants have moved into this northern annex of Soho, M. E. S. Burdett, director of the French Protestant School, told me. He said that in the last twenty-five years the French population of Soho had decreased by half, though the Jews have been multiplied by five and the Italians by ten. He said that though there seemed to be no space left in all Soho for people to live in, nevertheless, in obscure corners and unexpected places over the shops and behind the garages, a great many people still live in Soho. And one remembered how on warm evenings—especially Sunday evenings—Soho seems to come to life; and though all the business and the factory people have gone, there are people on every doorstep, and Greek-street and Frith-street in which there are several Italian shops, are full of singing and the smell of Neapolitan cigars.

FAMOUS SOLDIER'S  
MEMORY.

## CEREMONY IN CITY CHURCH.

"Anno, 1607. April the nineteenth," at Saint Ethelburga in Bishop Gate Street, did communicate with the rest of the parishioners these persons, seamen, purposing to go to sea four days after, for to discover a passage by the North Pole to Japan and China.

"First, Henry, Hudson, master. So runs an entry in the log of John Pleyce, one of the company of mariners who set out with Henry Hudson on his first great voyage of discovery in his ship the Half Moon.

On the 321st anniversary of Hudson's Communion, the Governor of the Hudson's Bay Company unveiled a window given by the Company in honour of the navigator in the same church of St. Ethelburga the Virgin.

The dim little church—it is the smallest in London—now dwarfed by the buildings of those "Worshipful Merchants" in whose service Hudson sailed, was filled by business men and representatives of foreign lands when the Service of Dedication began. They were crowded even to the steps of the chancel where Hudson knelt with his crew.

## Christ Away.

When the first hymn of thanksgiving had been sung and a special lecture given, Mr. C. V. Sate, the Governor of the Company, drew aside the curtains before the window.

"In honour of Henry Hudson, the Navigator," he declared, "and of his courage, fortitude, and untimely death, we dedicate this window on behalf of the Governor and Company of Adventurers of England trading into Hudson's Bay, and entrust it to the care and custody of the lector and churchwardens of this ancient church."

In an address before the dedication the Governor told as much of the story of Hudson's life, as is known. He told of his four renowned voyages, of his life-long ambition to find a North-west passage and finally of his casting away in an open shallop with eight companions, a few tools, and a little food, by a mutinous crew.

"In the circumstances we think of him not in failure, nor as one who died in a vain cause," he added, "but as the bearer of an imperishable name whereof are witnesses the representatives here to-day of the English Government, to which Henry Hudson owed allegiance, the representatives of the great nations of France, the United States and of Canada, of Denmark, the Netherlands, and of Newfoundland, all of whom are in one way or another linked in history with the four voyages I have described—as well as representative members of the great interests of the City of London engaged in carrying on that traffic and intercourse overseas which it was the ambition of Henry Hudson to promote."

## Canada's Greetings.

Dr. Gekkie-Cobb, the rector, read a eulogium from Mr. Maclean King, the Prime Minister of Canada, in which the latter said: "I send greetings on behalf of the people of Canada who desire to join with the people of Great Britain and the United States now paying tribute to the great explorer whose name holds an honoured place in the history of this Dominion."

Dr. Gekkie-Cobb explained that the window was one of a set of three which it was hoped to install in the church. It is expected that the remaining two will be provided by the citizens of the United States and of Canada.

The window presented by the Hudson's Bay Company depicts Hudson standing beside the Half Moon reading his sailing orders before embarking. Below is a representation of the Communion service in St. Ethelburga's Church, with the names of the Half Moon's crew emblazoned around it.

MODERN ROME SAYS  
'THUMBS DOWN.'

[By Richard Fletcher.]

English audiences at a first night, even in this day of resonant booing, are mild in comparison to the outbursts of modern Rome. In Rome the patrician occupants of the boxes are no less outspoken than the gaily-clad occupants of the stalls.

I was present at the Roman premiere of Stravinsky's Chinese opera, "The Nightingale," lavishly mounted in the new Royal Opera House, doubtless the finest building of its kind in the world. Stravinsky himself conducted, and "Tutta Roma" was present.

One passed countless footmen in livery into a spacious foyer hung with royal blue and gold brocade. The passages are made of varicoloured marble. The auditorium is brilliant beyond words. There are 106 boxes, including a graceful royal box. The thrones were vacant when "The Nightingale" was given. The upholstery is deep peach-coloured velvet in a setting of platinum and gold. The opera is not decorated. It is sculptured. The Muses and the Roman eagles form a varied design, utterly modern and angular.

Palace of Music.  
The curtain is of peach-coloured embroidery wrought by hand against a background of pale gold damask. There is a two-yard fringe of silk and gold.

Above the proscenium arch is a plaque proclaiming that the new building was brought into being by King Victor Emmanuel, Benito Mussolini, the Duke and Prince Spada Potenziani, the Governor of Rome, soon to visit England.

The artists responsible for this Palace of music are Marcello Piacentini, Francesco Guidi and Gaciano Rapisardi, all young men.

"The Nightingale" was done in London last July as a ballet. In Rome the Chinese music was sung, and the pallid Russian composer faced a fastidious audience.

During the intermezzo the whistling began. Everyone laughed. The whistlers imitated the song of the nightingale, and rival factions cried out "Hush." The word used was "Zittire," and the whistling increased. For a time the audience would be silent, but there were interruptions until the final bar.

Then Stravinsky was both hissed and applauded, and he accepted the mixed reception with serene good nature. When he bowed on the stage with the artists the Romans let loose.

Frenzy of Faction.  
I thought of the Colosseum, a stone-throw from the opera house, and the forefathers of the opera patrons at their gladiators' shows. It was the same frenzy of faction. None in the stalls whistled, but they cried out their views.

I stood clapping in an aisle, and a beautiful young lady stirred from her subtle cloak and shouted at me "Basta!" which means "enough." Then I was swept by the excited auditors towards a marvellous bar of oysters.

Here the bejewelled women and men in "fraks" and uniform refreshed themselves. A few drank champagne. But the ladies preferred tiny ham sandwiches and crystallised fruits.

They seemed to agree that Puccini's "Turandot" was a version of musical Chinese, more to their liking than Stravinsky's "Nightingale."

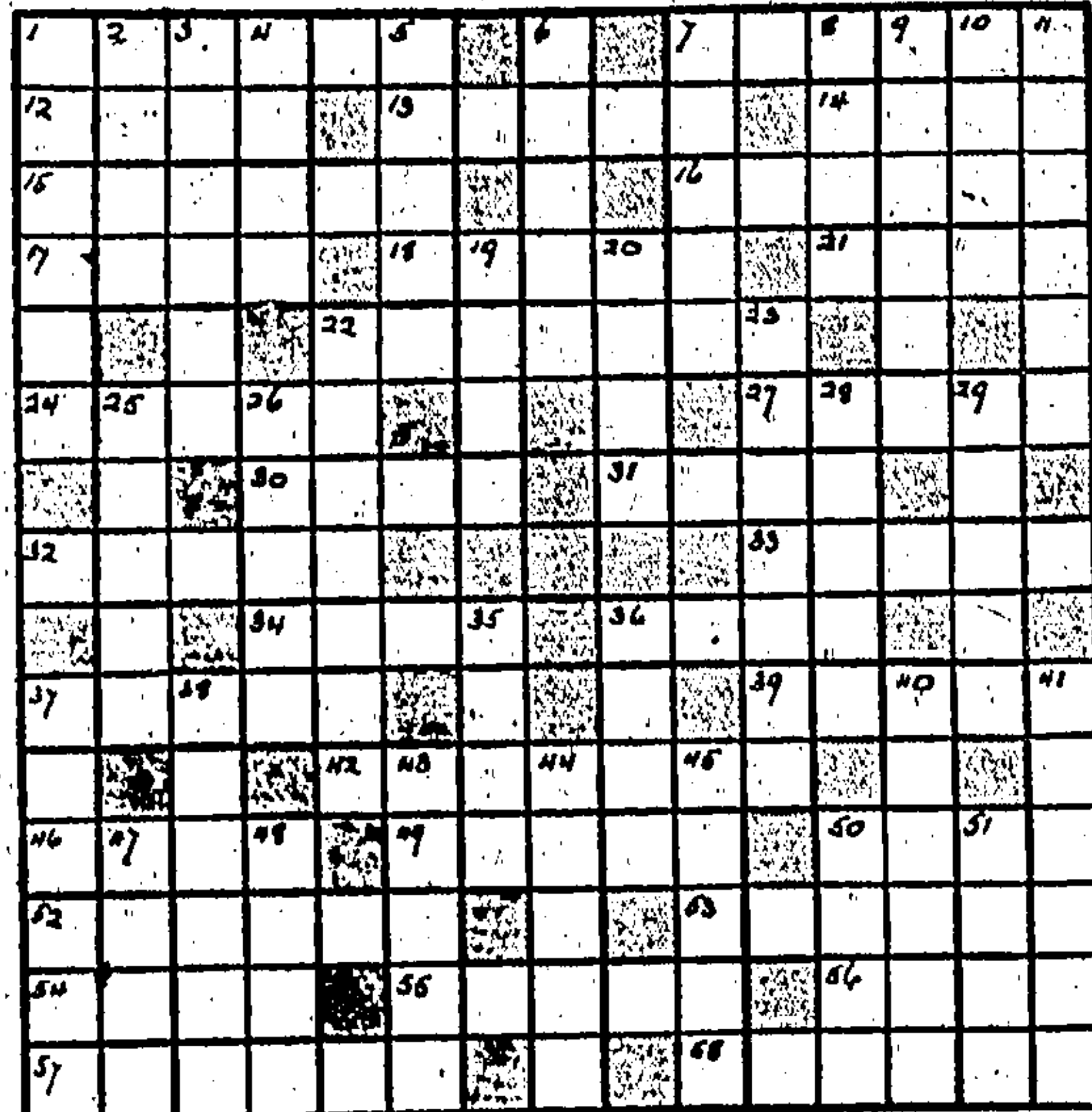
## COMMITTED FOR TRIAL.

LORD TERRINGTON REFUSED  
BAIL PRIVILEGE.

London, May 18.  
Lord Terrington has been committed for trial, bail being refused.

[A message dated London, the 21st April, stated: After protracted proceedings with France, particularly due to his state of health, Lord Terrington was brought to London and charged at the Mansion House with fraudulent conversion under the Larceny Act while practising as a solicitor in the name of Woodhouse and Co. There are twenty-one charges, involving £70,000.]

## OUR CROSSWORD PUZZLE.



## Across.

- 1 Greek jurymen.
- 2 Small bed.
- 12 Egg-shaped.
- 13 Putrid.
- 14 Insoluble substances.
- 15 Digigrade carnivorous mammals.
- 16 Fit for ploughing.
- 17 Chief.
- 18 Title of respect (French).
- 21 Quick.
- 22 Tenfold.
- 23 Swade.
- 27 Detached hill.
- 30 Ireland.
- 31 Inert gas.
- 32 Calendar.
- 33 Nothing.
- 34 Freshhold.
- 36 Shoot.
- 37 Wide open.
- 38 Small ducks.
- 40 Dry.
- 42 Cooled with ice.
- 43 Covered with weeds.
- 49 Speculation (Abb.).
- 52 Partially united lower petals.
- 53 Listen to again.
- 54 Emmola.
- 55 Tenth part.
- 56 Repose.
- 57 Renter.
- 58 Begins.

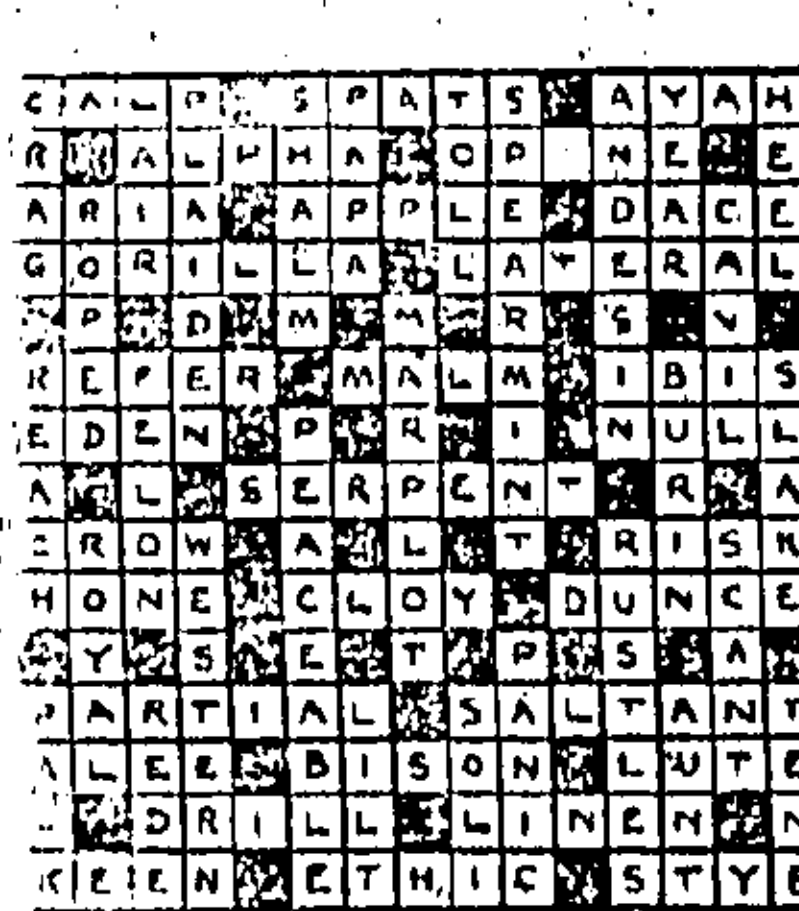
## Down.

- 1 Ruined.
- 2 Small quantity.
- 3 Covered with cities.
- 4 British port.
- 5 Cup.
- 6 Goodbye.
- 7 Valuable jewel.
- 8 Lounge.
- 9 Touching lightly (Arch).

## 10 Measures of length.

- 11 South African fly.
- 12 Image.
- 20 On.
- 22 Riddle.
- 23 Vulcanite.
- 25 Orang-outang.
- 26 Equipment.
- 28 Combings.
- 29 Trickle.
- 35 Net-work.
- 36 Kind of fish.
- 37 Relating to the top.
- 38 Turns away.
- 40 Become visible.
- 41 Species of falcons.
- 42 Enraged.
- 44 Composition made up of selections.
- 45 Wheel coverings.
- 47 Walking stick.
- 49 Algerian grass.
- 50 Tree of tropical Africa.
- 51 Cardinal point.

## Yesterday's Solution.



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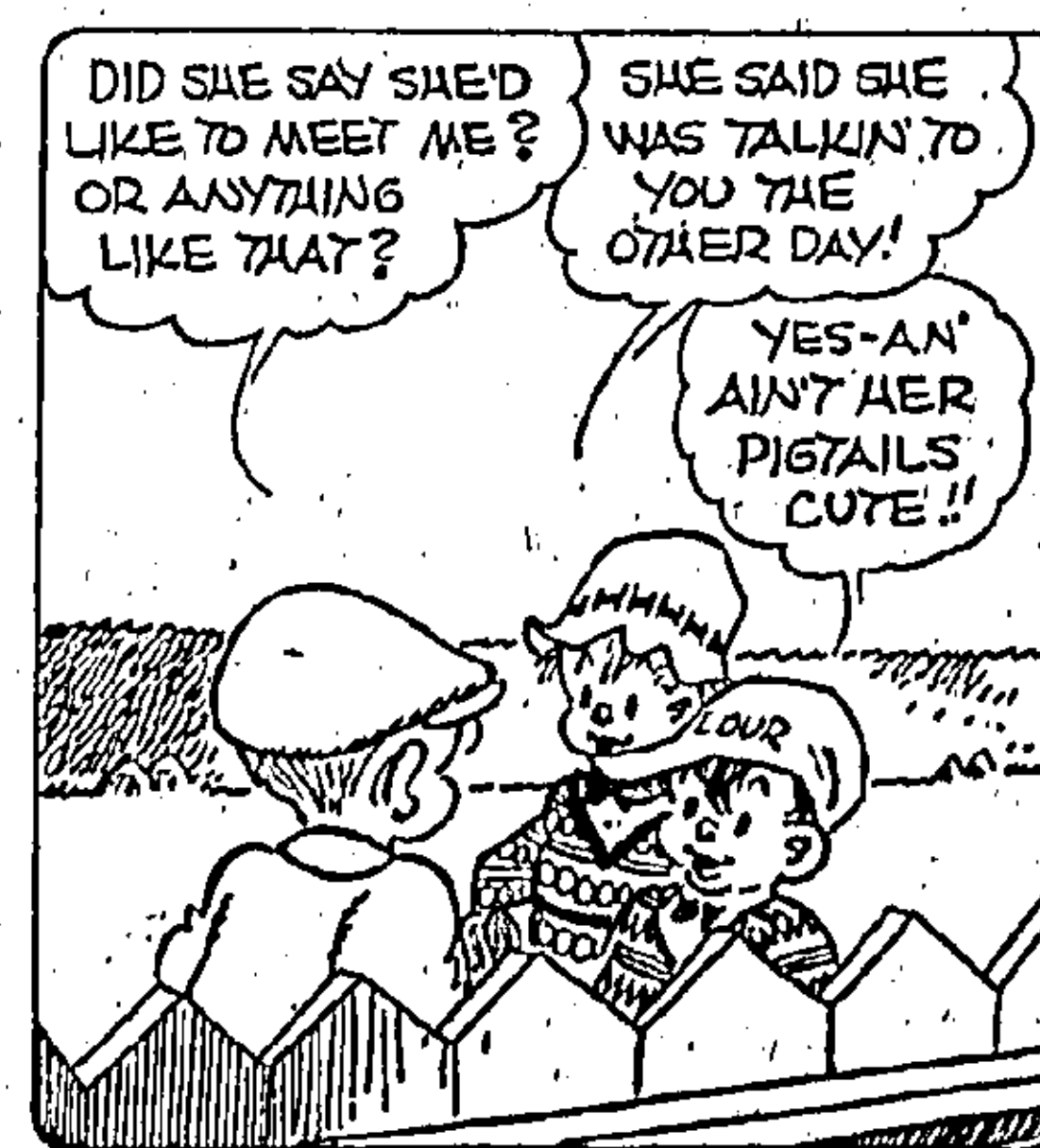
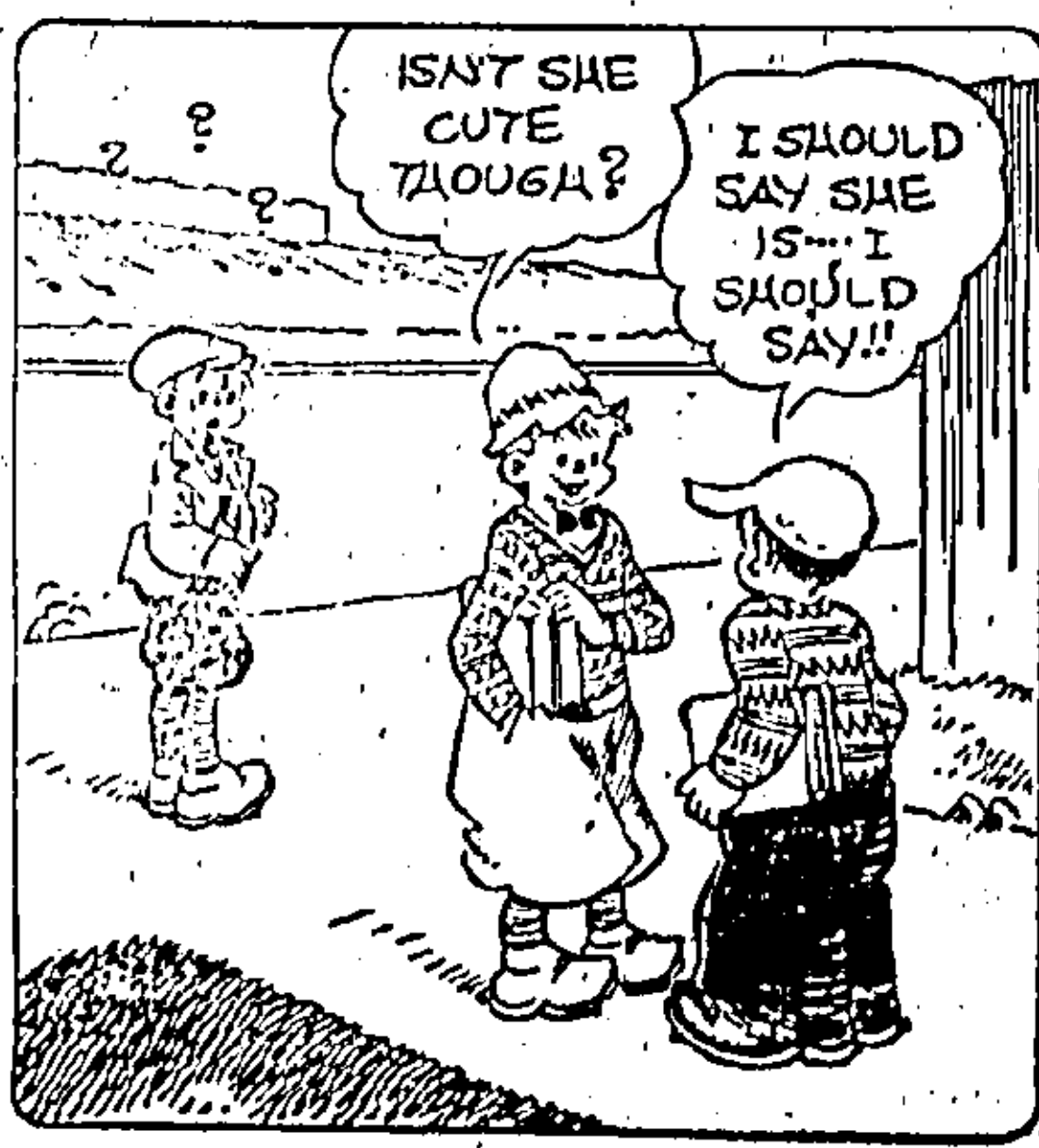
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## I can't See Her for Dust

By Blosser



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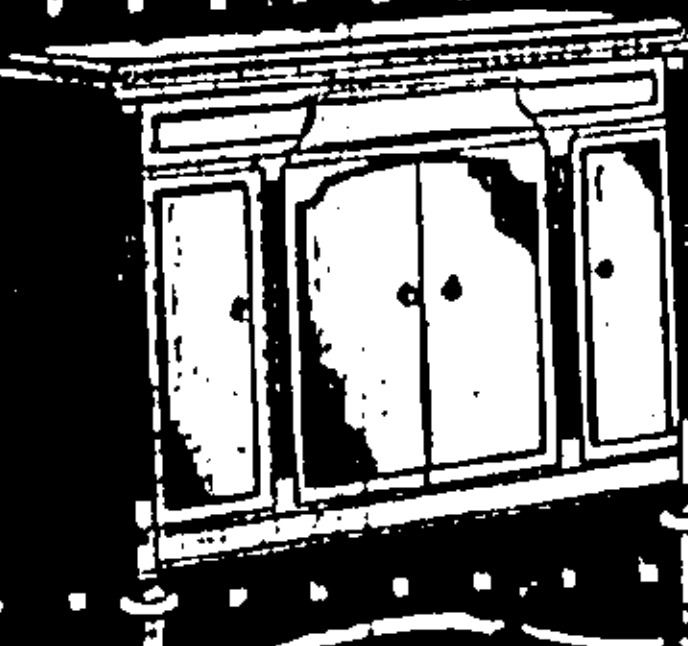
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The  
Hongkong Telegraph

SATURDAY, MAY 19, 1928.

### BUILDING COSTS.

A few days ago, in looking over  
the *Telegraph* files for the year  
1907, we encountered some in-  
teresting statements with regard to  
the increased cost of building in  
the Colony. Cheap as were the  
prices at which houses could then  
be erected, there was obviously a  
feeling that they were still too high,  
and, what was more, that they were  
steadily on the upward grade. On  
the part of people who wished to  
build their own residences, as well  
as on the part of business firms  
who felt the necessity of erecting  
more commodious premises, much  
concern was exhibited over the  
prospects of increased cost. That  
was twenty-one years ago. What  
the same people would say if they  
could revisit the Colony to-day, we  
hesitate to think.

In the statements to which we  
have made reference it was asserted  
that the cost of building a house  
of any kind was two and a half  
times greater than fifteen years  
previously. It was, however, pointed  
out that in only a few instances  
was the cost either of material or  
labour double that of 1892. In  
several cases, the increase was less  
than fifty per cent., whilst in the  
matter of cement there was an  
actual decrease. The inference  
would seem to be that the contrac-  
tors made greater profits, but, ac-  
cording to the statement of one who  
was qualified to speak, that was not  
the case. It was considered difficult  
to account for the increased cost,  
excepting for a strong suggestion  
that the provisions of the Public  
Health and Buildings Ordinance,  
which came into force in 1908,  
constituted the main factor. Com-  
ing down to the present time, every-  
body knows how tremendously the  
cost of building has advanced since  
the time, twenty-one years ago, to  
which reference is made. Even  
within the past ten years there has  
been a marked upward tendency.  
The result is that for the ordinary  
resident who contemplates making  
Hongkong his home it is practically  
impossible to build his own resi-  
dence. Moreover, building costs  
naturally react on rentals, and the  
consequence is that the majority of  
people in Hongkong are called upon  
to pay away in this direction a very  
much larger percentage of their  
earnings than is economically just.  
The fault, of course, is not with the  
landlords, who obviously must get  
a fair return on the capital expend-

Whether the reason for higher  
building costs is to be found in con-  
tractors' "rings," in unreasonably  
heavy charges for material, or in  
the requirements of the Public  
Health and Buildings Ordinance,  
we will not attempt to say. These,  
after all, are largely technical mat-  
ters. But the main fact is that  
present costs are too high, and that  
is a circumstance which has an im-  
portant bearing on the other fact  
that Hongkong is one of the most  
expensive places in the East, if not  
the whole world, in which to live.  
The question is one which is deserv-  
ing of very serious examination, and  
we can conceive none to which the  
authorities could better devote their  
attention. We have heard it said  
that the Government can always get  
its building done at much less cost  
than the private firm or individual.  
If that is so, it would seem that  
contractors are rather inclined to  
overcharge the latter. In any  
event, the whole matter seems to  
us to call for enquiry. We have  
had Commissioners on all manner of  
subjects during the past decade,  
but this question of building costs  
still remains uninvestigated. If  
it were impartially enquired into,  
we have no doubt that much of im-  
portance would be disclosed, with  
possibly beneficial results to all  
sections of the community.

### Wanchai Incidents.

It would be idle to deny that  
there exists a strong undercurrent  
of anti-Japanese feeling in Hong-  
kong as the result of the unfor-  
tunate happenings at Tsinanfu;  
but its first outward and visible  
manifestation came under notice  
yesterday when two Chinese were  
charged in the Court with throw-  
ing stones at Japanese shop-  
windows. A remand was ordered,  
and the case is, of course, sub-  
judice, but this does not alter the  
fact that windows have been  
smashed, or that the escapade was  
premeditated by a fairly large  
gang. As one of the principal  
quarters of the Japanese com-  
munity in Hongkong, it was not  
surprising that the first sign of  
disorder should occur at Wanchai.  
For this reason, and because of  
the notoriety of the district, we  
hesitate to stress unduly the im-  
portance of the affair, but it  
seems certain that some anxiety  
will be felt by the public until it  
is seen whether or not this is an  
isolated instance. It is dangerous  
because the ice has been broken.  
While no-one thought of active  
hostility, the stage-whispers could  
easily be ignored, but though those  
concerned could decide upon  
nothing more courageous than a  
scheme by which stones were to be  
thrown and the party to scuffle  
like rabbits, it is a beginning  
which the police authorities cannot  
minimise in present circumstances.  
Respect for this Colony's deter-  
mination on law and order, no  
doubt proved the greatest deter-  
rent prior to Thursday night and  
we suggest that strong measures  
are necessary to impress this  
upon unruly ruffians. The Chinese  
may feel they have a grievance,  
but it will do no harm to demon-  
strate that this is a British Colony,  
and that they are not allowed to  
vent their grievances here. We  
need not assure responsible  
Chinese citizens that any action  
of the police may take will not be  
an indication of British sympathies,  
one way or the other, but merely  
the ordinary performance of their  
duty, which is to afford protec-  
tion to all law-abiding residents,  
no matter to what race, creed or  
class they belong. We very much  
regretted to observe that students  
were concerned in the affair re-  
ported yesterday. Perhaps foolishly,  
we had come to believe that  
they had understood the lesson of  
the 1925 strike.

### EXCHANGE RATES.

	London, May 18.
Paris	124
Brussels	124.88
Amsterdam	12.70
Berlin	20.40
Copenhagen	18.19
Vienna	34.695
Helsingfors	194
Lisbon	23.32
Yokohama	1/10 13/16
Bucharest	700
Shanghai	47.25/82
Buenos Aires	4.88 5/82
New York	25.32
Geneva	29.65
Milan	92.65
Stockholm	18.19
Oslo	18.22
Prague	104.4
Madrid	20.115
Barcelona	27.84
Silver (Forward)	57.4
Athens	27.16/16
Silver (Spot)	5.29/32
Gold	2.04
Hongkong	1/0 1/2
Bombay	1/0 1/2

### DAY BY DAY.

THE ENGLISH PEOPLE DON'T MIND  
FLICKING A DUSTER OVER THE DIRTY  
PLACES, BUT THEY DRAW THE LINE  
AT A CLEAN SWEEP.—Sir Philip  
Gibbs.

The P. and O. s.s. Mongolia,  
from Hongkong, arrived at Lon-  
don on 17th. May at 9 a.m.

Yesterday's health returns shows  
two cases of diphtheria (British),  
two of small-pox (Chinese) and  
one of typhoid (Chinese).

Foreshore having an area of  
about 72,360 square feet is to be  
leased at Kwo Lo Wan, Kowloon.  
The upset premium is \$36,176.

There has been added to the  
list of medical practitioners the  
name of Dr. Yip Keung-ki, Bache-  
lor of Medicine and Bachelor of  
Surgery of the University of Hong-  
kong.

A bankruptcy notification states  
that a first dividend of 65 per cent.  
has been declared in the case of  
the Yuen Mow firm, sugar, rice  
and tobacco merchants, of Bon-  
ham Street.

A lecture on "Charles Darwin's  
Theory of Evolution" will be given  
by Mr. Ng Tai Ping of the Hong-  
kong University to-morrow at 2  
p.m. in the Modern Literary  
Association, Caine Road.

A coolie-woman was injured yes-  
terday through a fall resulting  
from a premature attempt to alight  
from a motor-lorry in Stubbs Road.  
She received injuries to the head,  
and was taken to hospital.

Forthcoming weddings announ-  
ced include that of Lieut. J. W.  
Hale, R.N., R.A.F. Base, Kai Tak,  
to Miss M. Trend, "Stoneyhurst,"  
Haslemere, Surrey, en route to  
Hongkong by the T.S.S. Glenogle.

Mr. Franz Kindermann, the  
representative of a well-known  
Hamburg export firm, is staying  
at the King Edward Hotel. Mr.  
Kindermann is desirous of estab-  
lishing new business connexions  
in Hongkong and South China.

The Observatory returns for  
April show that the average mean  
temperature was 70.9, the highest  
recorded being 86.4, and the lowest  
60.2. There were 129.1 hours of  
sunshine and 4.105 inches of rain,  
whilst the average humidity was  
81.

It is notified that satisfactory  
proof of the appointment of the  
Rev. H. R. Wells, O.B.E., as Senior  
Missionary in Hongkong of the  
London Missionary Society has  
been placed in the hands of His  
Excellency the Officer Administer-  
ing the Government.

Two land sales are to take place  
at the P.W.D. offices on June 5th  
—namely, New Kowloon Inland  
Lot 1134, Shamshui; and Kow-  
loon Inland Lot 2115, Mongkok.  
The first-named has an area of  
1,071 square feet, and the upset  
price is \$1,339, whilst the other  
lot covers about 1,500 square feet,  
with \$3,387.50 as the upset price.

Messrs. Dodwell and Co. advise  
us that the Greyhound Castle sailed  
from New York with an outward  
cargo for Manila, Hongkong and  
Shanghai. The average of her  
speed from New York to Los An-  
geles via Panama Canal was 13 1/2  
knots. The vessel is expected to  
arrive at Hongkong on her maiden  
trip on 27th. June on the home-  
ward voyage and sail the follow-  
ing day via the Philippines, Java  
ports, Straits ports, Suez to Boston  
and New York.

His Excellency Senhor Tamagnini  
Barbosa and Madame Barbosa  
have just returned to Macao from  
Hongkong where they have been  
spending a quiet holiday, says a  
bulletin, dated March 18, issued  
by the Macao Bureau of Informa-  
tion and Publicity. The trip over  
was made unannounced, as H.E.  
the Governor wished to secure a  
much needed rest after the ardu-  
ous work connected with his high  
office. The visitors stayed at Re-  
pulse Bay Hotel during their  
sojourn of ten days in Hongkong.

The following revised constitu-  
tion of the Recreation Ground  
Committee is published in the  
*Gazette* for general information:  
—Chairman, the Director of Pub-  
lic Works; the Colonial Secretary;  
the Director of Education; the  
representatives of the Royal Naval  
Recreation Club, South China Com-  
mand Sports Board, Hongkong  
Football Association, Hongkong  
Jockey Club, Hongkong Cricket Club,  
Club, Hongkong Golf Club, Hongkong  
Golf Club, Royal Hongkong Golf  
Club, Hongkong Polo Club, Club  
Club, Hongkong Chinese Recrea-  
tion Club and Indian Recrea-  
tion Club.

## LETTERS FROM HONGKONG.

5.—Malt & Pantelleria: th. Em ty Sea.

On our deck, the only other  
ladies are Mrs. E. a bride from  
Germany brought home from the  
Army of the Rhine, and another  
lady about whom at present we  
know nothing beyond the fact that  
she is distressed by the lack of  
a maid, nurse, governess, or some-  
thing of the sort. She has a  
child.

"One simply must have a  
nurse," she said, in a plaintive  
voice, "on account of the orange  
juice."  
Mrs. E. is thin, dark, erect and  
pretty. She is reading Queen's  
History of England to educate  
herself a little more for her hus-  
band. On the other hand, he is  
teaching her Bridge. Sometimes  
she is found darning his socks.  
She confided in Mary, quietly,  
that he wears his socks out terri-  
bly quickly.

Our two most actively attractive  
grasses widows left us at Malta,  
without, so far as I know, becom-  
ing seriously involved. H. calls  
one of them "The Shepherdess of  
the Hills" (having served in  
India). I wonder why it is one  
never meets such people at Home?  
Mary says it is because in any  
ordinary society where there is a  
sufficiency of females, no-one  
would be attracted by anything  
quite so crude. The evening be-  
fore, a red-faced young man with  
eyes bulging forwards, was hang-  
ing his rather large nose over the  
most recalcitrant of the two, and in a  
convulsive voice was demanding  
her Christian name. She seemed  
unaffected, but her affection  
took the form of being unmoved  
by anything. On the other hand  
she clearly had no objection to the  
conversation or I should have sug-  
gested that the proper answer was,  
"I have forgotten, but I will ask  
my husband when I meet him."

Malta looks uninteresting com-  
pared with Gibraltar, especially  
when the sky is cloudy. One feels  
the need of hills. The yellow  
houses, the yellow walls, and the  
yellow rock on which they are all  
built, stretch with an unending  
sameness up a gentle rise. The  
fortifications are imposing from a  
near view, but even these fade  
into insignificance when seen as a  
whole, like so many other of  
man's little efforts.

Later, when the sun came out,  
the little square houses piled  
aimlessly one behind the other  
like a jumble of yellow boxes on  
irregular shelves, were amusing  
with their strongly defined shad-  
ows. Preferable to the eyes was  
the Italian convict settlement on  
Pantelleria, where the boxes were  
white in a setting of dark purple.  
Behind them rose a great moun-  
tain with a cloud cap. Many of  
the little boxes seemed to have  
detached themselves from the  
agglomeration on the sea front

and to have crawled to a position of  
their own on the mountain side.  
We passed the island at sundown,  
when the settlement was melting  
into a cool twilight, and we felt  
some of us, that perhaps it was  
not such a bad thing after all to  
turn felon in Italy.

On the notice board in the lobby  
there is a chart of our own par-  
ticular sea. A straight line is  
drawn in pencil across the sea,  
and at regular intervals along the  
line are dots, marked "noon 11th  
... noon 12th ...". Also you can  
stand at the rail and watch the  
sea swishing past, white eddies  
close to the ship, a floating white  
wash further out, rising and fall-  
ing with the bow waves. Ours  
is not a rapid ship, but doing our  
steady twelve knots, (or whatever  
it is) the sense of forging on and  
ever on oppresses one sometimes  
with a kind of fatal inexorability.  
Out here in the middle of the  
Mediterranean we seldom see an-  
other vessel and never any land.  
We are alone, a mere dot on the  
straight pencil line. There is no  
chance at all of our being able to  
say, "Let us change direction and  
go somewhere else. Let us go  
Home." Soon we shall reach an-  
other stage on the line, "noon  
13th ...". Just sometimes Mary  
feels it is almost too much to bear.  
"I don't want to go to China ..."

For the ship, night is the same  
as day. Last night we stood and  
watched the silver path thrown  
by the moon before us. The moon  
turned misty and a faint corona  
of a circle of light of eighteen de-  
grees radius, shone for a little  
while round our satellite. The  
Captain in his white mess, kit  
stood outside the lounge, smoking  
a cigar. He is a real old shell-  
back, grey, and round, with a  
slightly protruding lower lip. He  
was talking to the senior medical  
officer, but blew me a kindly  
Havana-scented "good evening."

I ventured to ask for his views  
about the weather. In England,  
about a lowering sky with a watery  
moon would mean an almost cer-  
tain storm. "It's a lovely even-  
ing," said the Captain, and went  
on to talk of the vagaries of the  
barkation staffs and the co-  
operation between the Navy and  
the Military. "One says that we  
shall disembark on arrival; then  
the other wirelesses 6.30 in the  
morning. We shall arrive about  
half past ten and I don't give a  
damn which they do. It's all the  
same to me. I shall take her  
right in."

Our motor engines continued  
their monotonous grunt, the halo  
left the moon and the silver path  
grew clearer across the flat sea  
which eddied past with a quiet,  
never-ending, rushing sound. We  
slept and lived another day in a  
sort of inevitable peace.

### HONGKONG TRADE.

#### DEALERS CLEARING JAPANESE CARGO.

The fortnightly Price Current  
and Market Report, published by  
the Hongkong General Chamber  
of Commerce, states:

Piecegoods.—Since our last re-  
port the market has been much  
quieter but several small lots of  
Stripe and Check Poplins, Colour-  
ed and Cord Stripe Shirtings,  
Indigo Prints and Mercerized  
Brocades have been brought to  
book. A substantial quantity of  
Shadow Stripe Poplins have been  
sold. Deliveries are not all they  
should be for this time of the year,  
and local prices have again  
dropped, there now being few  
qualities upon which the dealers  
are making money. Another re-  
port states: Clearances of Man-  
chester goods have been poor be-  
cause dealers are devoting special  
attention to clearing Japanese  
cargo in apprehension of a boy-  
cott.

Cotton Yarn.—Market has ruled  
firm during the fortnight and a  
limited business has been put  
through at an advanced rate of  
\$2 per bale. Nominal quotations  
are as follows:—No. 10s. \$170/190.  
No. 12s. \$185/195. No. 16s.  
\$200/205. No. 20s. \$205/210.  
Arrivals 200 bales. Shipments  
Nil. Sales 200 bales. Bargains  
7,800 bales.

Woolens.—Some business has  
been done in Palm Beach and  
tropical suitings for December  
shipment.

Raw Cotton.—Nothing doing.  
Metals.—There have been some  
enquiries, but very little business  
has been put through, local  
dealers being reluctant to pay the  
prices ruling at the producing  
centres. Iron and steel market  
firm with upward tendency.

Flour.—Market.—Stock: Ameri-  
can, 400,000 bags; Canadian,

### POEMS THAT LIVE.

#### TOM BOWLING.

Here, a sheer hulk, lies poor Tom  
Bowling.  
The darling of our crew;  
No more he'll hear the tempest  
howling,  
For Death has brach'd him too.  
His form was of the beauty,  
His heart was kind and soft;  
Faithful below, he did his duty,  
But now he's gone aloft.

Tom never from his word departed,  
His virtues were so rare;  
His friends were many and true-  
hearted,  
His Poll was kind and fair.  
And then he'd sing so blithe and  
jolly;  
Ah, many's the time and oft!  
But mirth is turned to melancholy,  
For Tom is gone aloft.

Yet shall poor Tom find pleasant  
weather,  
When He, Who all commands,  
Shall give, to call Life's crew  
together.

The word to pipe all hands,  
Thus Death, who kings and tars  
despatches,  
In vain Tom's life has doffed;  
For though his body's under hatches,  
His soul is gone aloft.

Charles Dibdin.

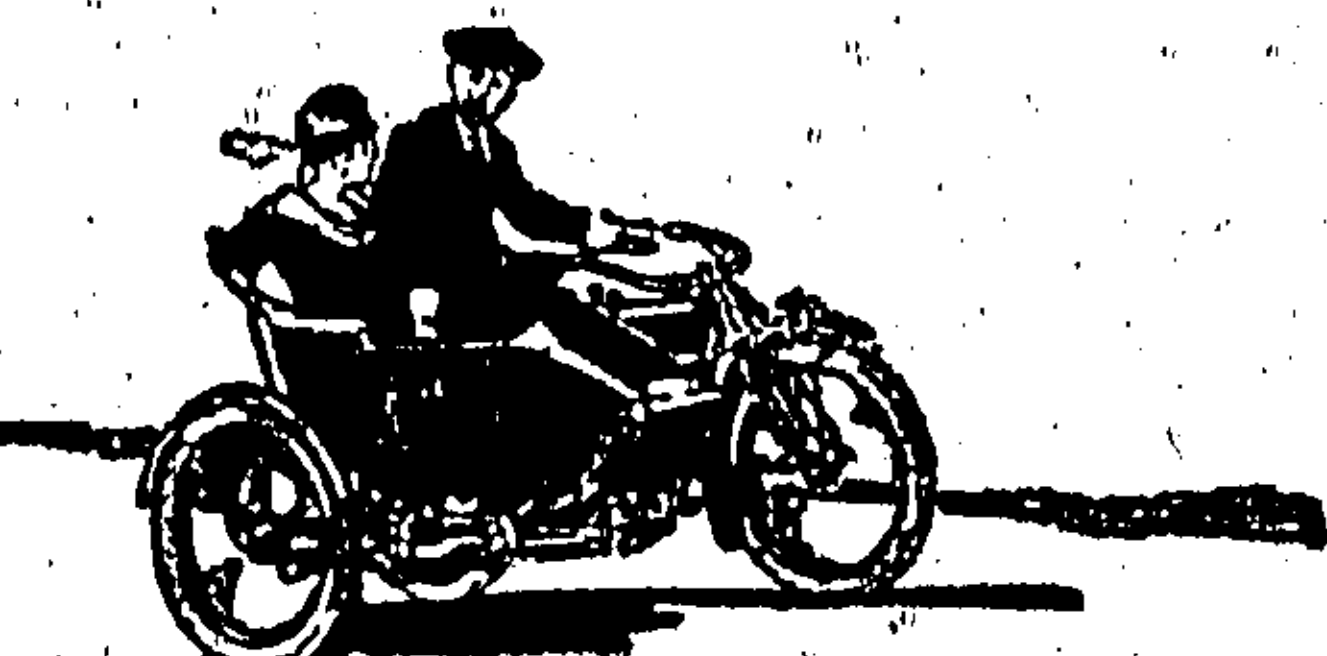
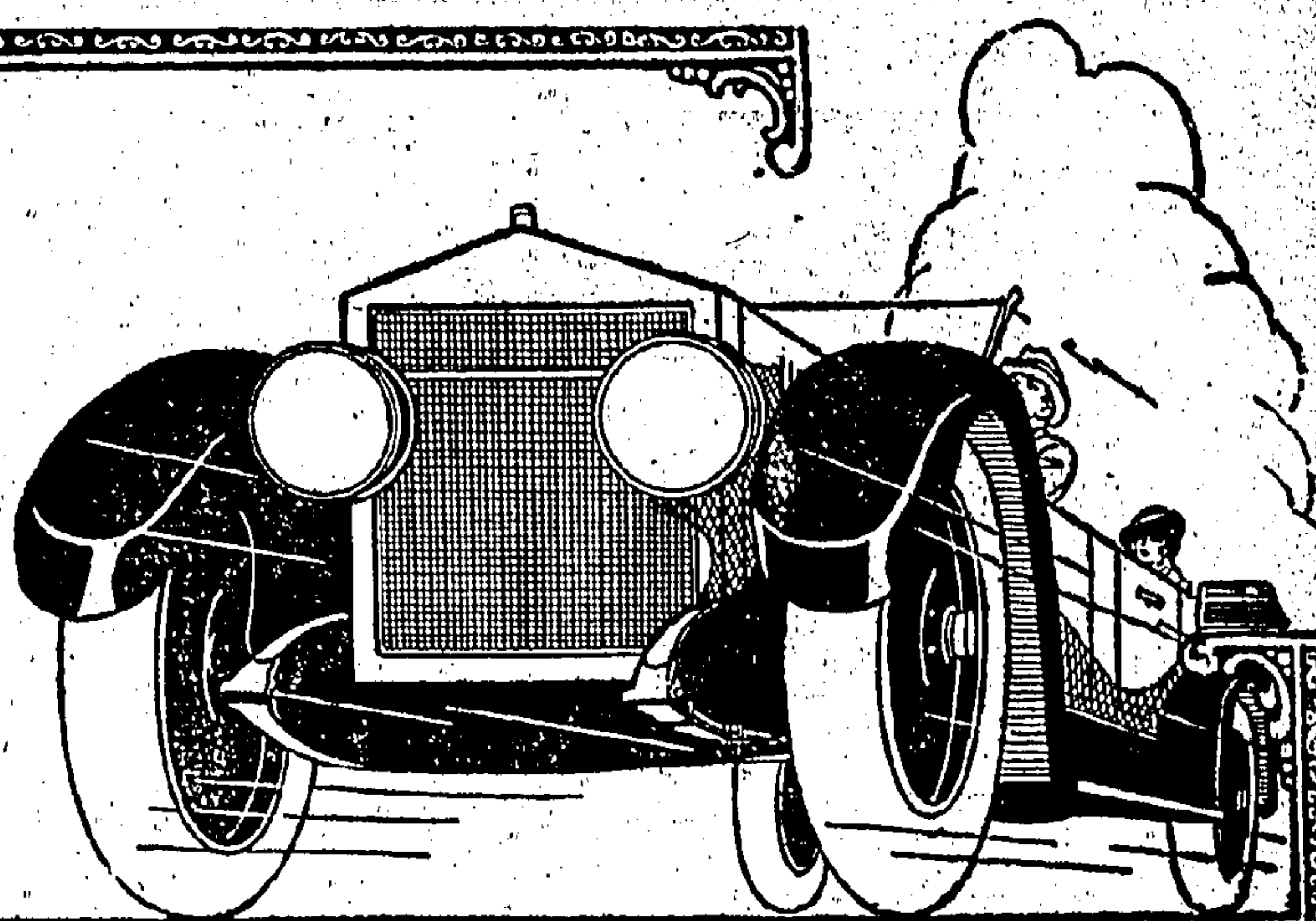
150,000 bags; Australian, 50,000  
bags. Market: Continues weak;  
no sales. Quotations: American  
Patent, \$4.30-4.44; American  
Straight, \$3.95-3.40; American Cut  
off, \$3.15-3.30; Shanghai Flour,  
nominal; Australian No. 1, \$3.80-  
3.90; Canadian Cut off, \$3.05-3.15;  
Canadian Straight, \$3.00-3.10;  
Canadian Mixture, \$2.85; Cana-  
dian 2nd Clear, \$2.75.

Sugar.—Market weak.  
Saltpetre.—Stock 18,000 bags.  
Very quiet market owing to  
serious Northern situation.



# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.  
SATURDAY, 19th MAY, 1928.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## CURRENT COMMENT

### White Armlet.

Some little time ago it was customary for traffic police to wear white armlets when on night duty but we notice that very excellent practice has been discontinued, at least in the case of men on duty at some of the controlled points. It has been suggested to us that it would be a good thing if the practice were made uniform and constant, and there is no denying the fact that a white armlet at night does materially assist drivers to recognise the signals of the men they are by law bound to obey. Perhaps our excellent Traffic Department will kindly note.

### Garden Road.

Once again the question of cars stopping outside the lower Peak Tramway terminus has been raised by a reader who points out the dangers of that particular spot. A good many drivers who draw up for passengers to alight do not draw close in to the kerb, thus making still more narrow the remaining portion of what is already a dangerously narrow thoroughfare. Two suggestions have been made: one being that the shelter over the entrance to the station be extended down to the motor bus sign so that passengers could alight under cover without having to be driven right into the "bottle neck" part of the road; the other being that the Hongkong and Shanghai Bank should come to the aid of the travelling public by generously donating a strip of the garden attached to St. John's Lodge, the portion being that just below the house which abuts right on the narrowest part of the roadway. Both suggestions have much to recommend them, for it will be conceded that there is urgent need to effect an improvement on what is a very busy main artery of motor traffic.

### Motoring in Kwangtung.

While motoring in Hongkong is undoubtedly going ahead by leaps and bounds it should also not be lost sight of that in the neighbouring Province of Kwangtung road-making is proceeding at a pace which promises a very large market for motor car sales. In almost every issue of the *Canton Gazette* one may read either of projected schemes or of actual progress in road construction, and in Canton itself there is still much activity in the making of new wide macloos. The old city has been rendered almost unrecognizable to "old timers" by the splendid new roads driven through it, and the time is not long distant when there will be a motor road the whole way from Canton to Macao. The road from Macao to Shekhi is practically complete and the portions which are needed to link up with Heungshan are now being built. There is a scheme on foot to construct a road from Canton to Heungshan (newly named Chung Shan Yuen, in honour of the memory of the well-known leader of that name) and the present year should witness much progress in the plans of the promoters, provided the Province is favoured with a continuance of the present settled conditions.

### New Show Room.

The Dragon Motor Car Company has recently opened a fine new showroom at 33, Des Voeux Road Central, to augment the display space they have at the head office in Wong Nei Chung Road. On display in the newly-acquired premises are to be seen Buick and Oldsmobile cars and G. M. C. trucks, much interest having been evinced in the new Oldsmobile model, a full description of which appears elsewhere in this issue. A stock of Firestone tyres will also be kept at this central depot.

### Car Stealing.

Owing to the fact that there have been one or two reports lately of cars having been stolen in the Colony it is necessary, in order to allay any undue fears, to assure the motor-owning public that successful motor car stealing in Hongkong is practically unknown. Last week a report was published in the press stating that a car had disappeared from a certain spot in Chater Road only to be discovered later near to where it was originally intended to leave it. It was only a question of somebody's mistake. Very few cars have ever been stolen in Hongkong and in most cases they have been soon recovered. In this respect we of this Colony are much more fortunate than the motorists of most other places and it is to be hoped that this happy state of affairs will continue. When one considers the natural difficulties in the way of successful car theft and removal from the Colony there is little ground for serious fears.

### Tyre Wear.

It is generally known that motor car tyres wear out rather quickly in Hongkong by reason of the many twists and turns cars have to make on most of the roads. Most of the tyres imported are of really good quality, especially those of the leading well-known makes, but there are some alleged "cheap" tyres which all do well to avoid. Regarding tyre wear and tear we have just come across an article which states that, according to tests carried out at the Washington State College, U.S.A., tyres will last more than six times as long on concrete roads as they will on ordinary macadam. This fact, if substantiated, should do much to determine the nature of the roads of the future.

### Sand on the Roads.

Large quantities of sand have been sprinkled on the roads on both sides of the harbour in the last few days and it is necessary to revive the old criticism against this policy. The drivers of all motor vehicles find sanded roads a constant trouble and frequently a cause of danger. The loose surface thus created causes skidding to both cars and motor cycles when the brakes are applied. The effect is not so pronounced on the levels but on hills the skidding caused by a sanded road might be the margin between safety and an accident. When taking bends, even at slow speeds, motor cyclists have some difficulty in keeping their seats when they find the back wheel moving sideways on the loose surface. Several local motorists have commented on this state of affairs during the past few days and many would like to see the use of sand discontinued. Presumably the sand is sprinkled to preserve the road surface, but while this may be necessary we should like to see its use avoided as far as possible.

### Public Car Speeding.

Certain drivers of public cars have developed a tendency to speed in the last few weeks, despite the occasional cases at the Magistracy where fines have been inflicted for this offence. The complaint this time is levelled at the drivers who ply between Pedder street and the Lee Gardens and is most noticeable near and after midnight. On a recent Saturday night several public cars were seen on the Praya East and on Queen's Road driving at a speed which was certainly a danger to the public. It is ad-

## MUCH-NEEDED ROAD IMPROVEMENT.



The above photo shows the work in progress on Stubbs Road at Magazine Gap, where part of the tolls court attached to the house of the Commissioner of Customs is being removed to permit the straightening of what has hitherto been one of the most dangerous corners on this much-used road.

mitted that there is little vehicular traffic about at this time but the same cannot be said of pedestrian traffic. The offending drivers are intent on driving to various places and then returning to their stands as quickly as possible to pick up another fare and with this object in view they do not hesitate to drive at a speed which, if indulged in during the busier hours, would undoubtedly land them in trouble. A well-travelled visitor to Hongkong recently commented on the driving ability of those owning and operating public cars in the Colony and expressed the opinion that they would compare very favourably with any others. This may be true to some extent, but speeding in congested areas especially is to be frowned upon. While we are not in favour of the imposition of a speed limit we consider speeding in the city should always receive the serious attention of the Police.

### Man-Power Trucks.

The man-power truck which adds to the variety of the Colony's traffic may be a most suitable and convenient vehicle for transporting cargo from the wharves to the godowns but with the present traffic in the Colony it is questionable whether it is suitable for use on the main thoroughfares. Trucks of this kind are to be seen on Queen's Road particularly, at all hours of the day. They are often far too heavily loaded and sometimes have too few coolies to control them. They create congestion for fast moving traffic and, being heavy and unwieldy, constitute a danger to other traffic on the main roads. If they were loaded with fewer boxes and crates and if the coolies could be made to appreciate the necessity of keeping close in to the side of the road, there would be little complaint to make. However, even if properly controlled, they are unsuitable for long journeys and it would simplify matters if motor trucks could be used in their stead. The time has surely come when man-power vehicles should give way to the more modern motor truck. The latter system would probably work out just as cheaply in the long run and would tend to reduce traffic congestion. When the trucks were more numerous they were a constant source of trouble to motorists but by reductions in their number the nuisance has been abated to some extent. We should like to suggest that Queen's Road East should be a closed thoroughfare to this kind of truck during the busiest times of the day and that everything possible should be done to encourage the goods thus transported to be taken to their destination by motor vehicles.

## MORRIS MOTORS PROSPERITY.

Profits Last Year  
£1,334,907.

The accounts of Morris Motors (1926), Ltd., for last year disclose the fact that the Company reached a fresh high record level as regards profits, the amount, with dividends from investments, reaching £1,334,907, earned upon a capital of £5,000,000. Of this capital, £3,000,000 is represented by 7½ per cent. Preference shares owned by investors, the balance £2,000,000 in Ordinary shares, being held by Mr. W. R. Morris, the founder of the business. Although there is an available profit balance of nearly £950,000, after meeting the Preference dividend, not one penny is being paid in dividend on the Ordinary capital, but £725,000 is placed to reserve, raising that fund to £1,100,000, and the balance is carried forward. Such self-denial on the part of Mr. Morris means that the financial position of the Company is made all the stronger, but there appears to be no special need for retaining the whole of the profit in the business, for at the end of the year the Company held more than £1,660,000 of British Government securities among its assets. Mr. Morris is following a policy which is most distinctly in the interests of the company, and of those investors who hold its Preference shares, but how many people, who might be entitled to draw up to £700,000 in dividends, would leave every penny of that sum in their business? As he is the owner of the Ordinary shares, the business in effect, still belongs to Mr. Morris, subject to the prior claim of the Preference shareholders.

## MOTOR CYCLE RECORDS.

### Now Going Abroad.

World's records in the sphere of motor-cycling are falling to foreign machines and riders at an alarming rate, says a London writer. Readers who do not follow the movement in the motor-cycling Press would be surprised at the proportion of records in almost every class already captured from us, when two or three years back we appeared to be in an unassailable position. With the opening of another season on Brooklands track it is to be hoped that British manufacturers will spare no effort to rectify this state of affairs. If the enormous increase in sales that they have enjoyed during the past few years has not brought

## MORE STREET DEATHS.

5,329 Persons Killed  
Last Year.

An increase of nearly 10,000 traffic accidents in which people were killed or injured is shown in a Government White Paper giving statistics for Great Britain for 1927. The total number of road accidents reported by the police in Great Britain during that year was 133,943, as against 124,237 in the previous year. Of this number 6,195 accidents were fatal. The number of persons killed also show an increase—from 4,886 to 5,329. The number of accidents caused by mechanically-propelled vehicles was 105,463—an increase of 8,721 over the 1926 figure.

By far the largest class of vehicles appearing in the detailed figures is that comprising private cars and taxi-cabs, to which were attributed 43,193 accidents. Motor-cycles come next, with a total of 33,677.

Motor-vans and lorries were concerned in 15,378 accidents, pedal cycles in 23,558, motor omnibuses and coaches in 7,402, and electric trams and trolley omnibuses in 5,813.

### Pillion Deaths.

Motor omnibuses and coaches share with horse-drawn vehicles the distinction of a drop in the number of accidents in which they were involved during 1927. All other classes contribute varying rises to the aggregate increase.

A fact of distinct interest in relation to the question of "pillion dangers" is that less than a quarter of the solo motor-cycles involved in accidents carried pillion passengers. The respective figures were:

With pillion passengers, 6,980.  
Without pillion passengers, 21,126.

With sidecars, 5,571.

The number of persons killed in accidents involving private cars and taxi-cabs was 1,509, and in the case of motor-omnibuses and coaches, 613.

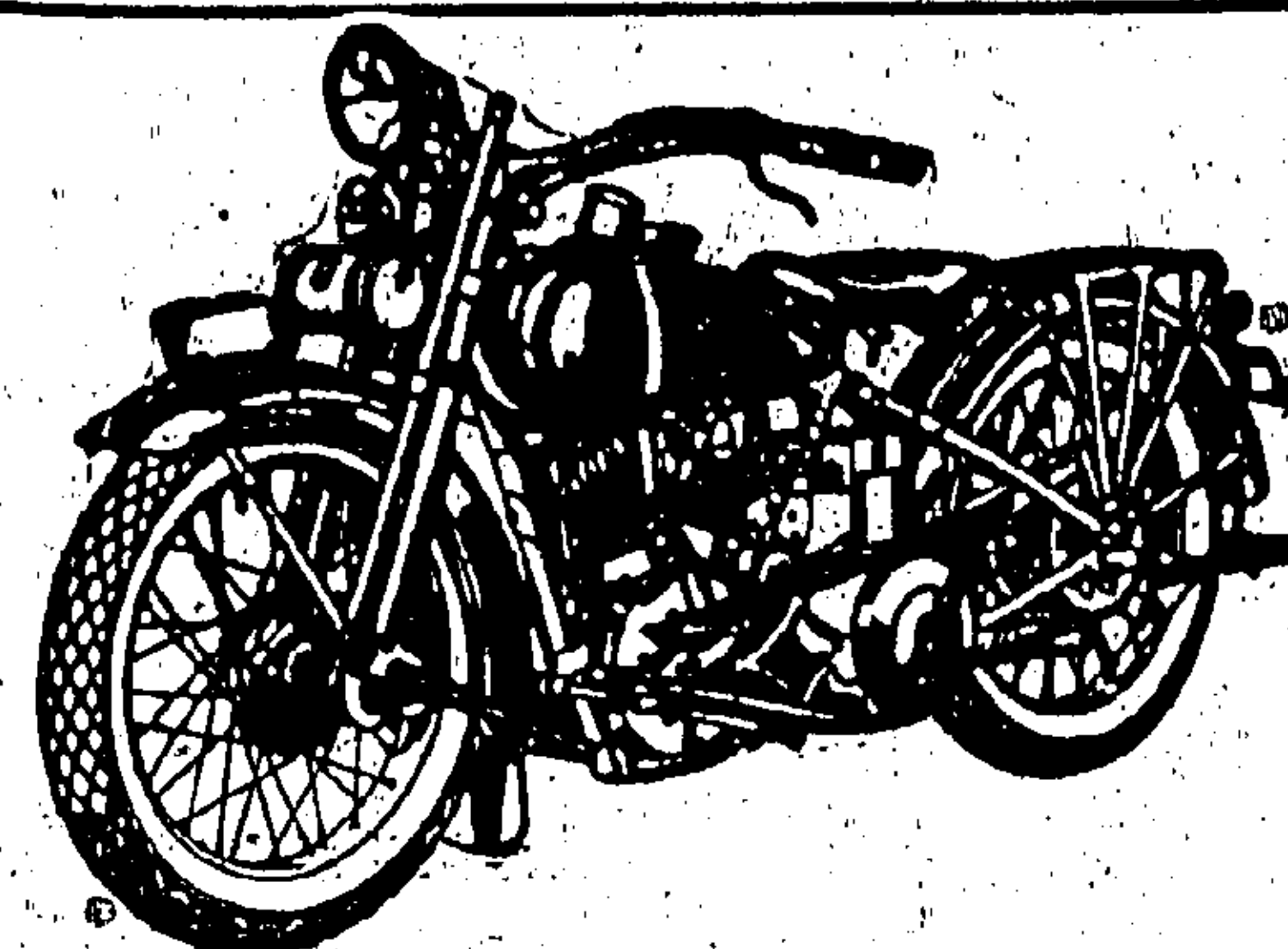
The number of persons killed or injured totalled 153,904, an increase of 15,130 compared with the preceding year.

Meanwhile 449 people were killed in traffic accidents in Paris last year. The Prefect of Police states that in 61 cases out of a hundred, the accident was proved to be the victim's own fault.

They were not to be in an unassailable position.

With the opening of another season on Brooklands track it is to be hoped that British manufacturers will spare no effort to rectify this state of affairs.

If the enormous increase in sales that they have enjoyed during the past few years has not brought



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Only one 1928 Harley-Davidson combination left. Get it now, for to-morrow may be too late.



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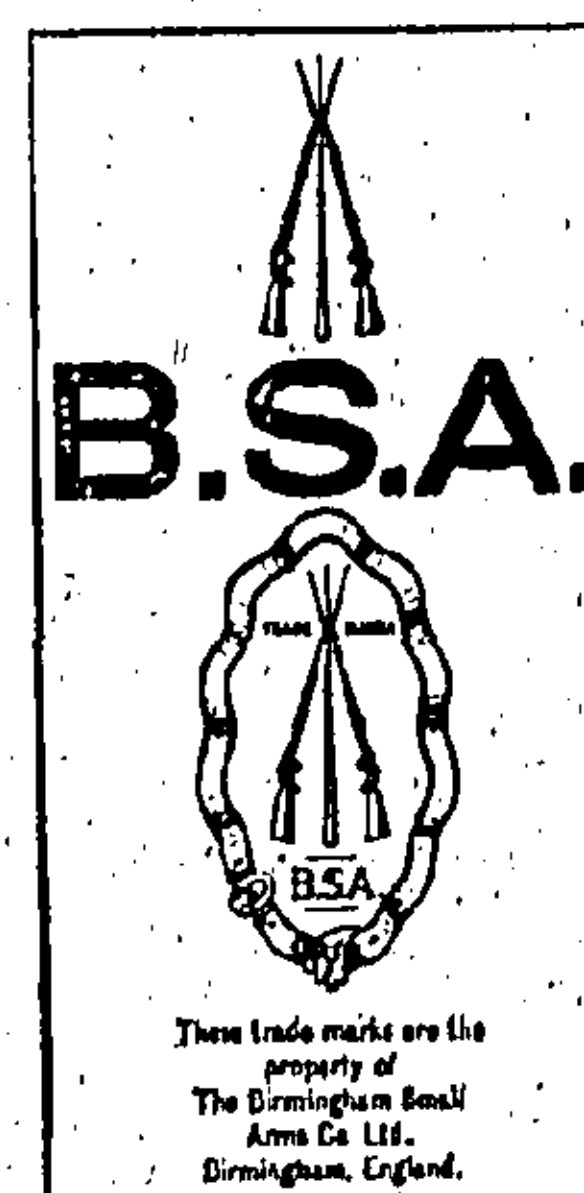
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Canton Government	10-30 cwt. 6 Wheelers.
Cheung Mei Bus Co.	4-16 passenger Buses.
China Motor Bus Co.	2-16 passenger Buses.
Kowloon Motor Bus Co.	2-16 passenger Buses.
Nam Hing Motor Bus Co.	1-12 passenger Bus.
H. Ruttonjee & Son	1-30 cwt. Lorry.
Asiatic Petroleum Co.	1-30 cwt. Lorry.
Dodwell & Co., Ltd.	1-Ton Lorry.
"Nestle Chocolate"	1-Ton Delivery Van.
Cheung Mei Bus Co.	1-30 cwt. 6 Wheeler.
Nam Hing Motor Bus Co.	2-18 passenger Buses.
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Chassis Z. 5 with 32 x 4 1/2" tyres, dual rear, F.W.B.	£320
Chassis Z. 6 complete with 32 x 6 tyres and F.W.B.	355
Type Z. 5 Standard Lorry complete with Cab	390
Type Z. 6 Standard Lorry complete with Cab	420
Type Z. 5 Char-a-banc for 18 passengers	620
Type Z. 6 Char-a-banc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

### 30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only, equipped with 32" x 4 1/2" tyres	£538
Chassis with War Dept. type Body	626

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## SELFISH "DAWDLER"

### Easter Complaint at Home.

Every public holiday provides its own object-lesson for the student of motoring—emphasising the prevalence or insidious spread of this or that bad habit, or illustrating the results of some popular form of "driving-as-it-ought-to-be-done." And traffic on the Easter roads this year demonstrated, above everything else, the selfishness of dawdling, says a Home writer.

I saw instance after instance of cars joggling along busy roads in deliberate "we-have-all-the-day-before-us" fashion, blocking the way for impatient bunches of less leisurely vehicles, to which they either could not or would not give way, and the congestion and delay to which they gave rise was simply enormous.

Now, I do not wish to disparage caution, or to suggest that we should all drive persistently at high speeds; nor would I like to maintain that the peculiar joy of dawdling in aimless fashion must never be indulged in; there are many roads and many occasions on which it is not only permissible but desirable. But we live in swiftly-moving times, and even though we may like to get along quietly, none of us has any right to impose his tastes for slow motion on other people who may quite legitimately be in greater haste and while we are driving with the throng, it is our duty to drive reasonably smartly—unless, of course, the road is broad enough to permit of our dawdling by the kerb without hindrance to anyone else.

The road hog is certainly a horror, but the dawdler is productive of much irritation and inconvenience to others, particularly when he adds to his aggravating slowness by keeping to the crown of the road. And, whether he is bunching up the heavy traffic on a busy highway or holding up one car in a winding country lane, his conduct is selfish.

## HIDDEN VALUES.

### Paying Attention to Quality.

"People are buying cars on more than appearance in spite of the importance now placed on styles and beauty," says a well-known Studebaker dealer. "The majority of the motorists in the market for new cars this year have already 'owned one' or more cars. As a result, they are paying more attention than ever before to quality and what might be called the hidden values in a car.

"By hidden values I mean features of design, construction and materials that are readily apparent when one car is compared with another. Put two cars in the same price class side by side. Unless the buyer is an engineer and can make comparative tests, he cannot tell from looking at the cars, or even by riding a short distance in them, which contains more value for the money.

"Consider springs for instance. Studebaker uses Chrome Vanadium steel for the springs in all Studebaker and Erskine models. It looks just like any other spring steel, but it costs Studebaker approximately twenty-five per cent. more per car to use Chrome Vanadium than the cheaper alloy found in some other cars. That is just one item of hidden value."

"The same is true of dozens of other parts of the motor and chassis. Studebaker uses more high grade alloy steel in its car than any other manufacturer with possibly one exception. But the average motorist does not realise this in a visual comparison of the car he is considering. It is only after he has driven the Studebaker thousands of miles that he realises the enduring quality of everything used in its construction.

"Precision manufacture is another factor of hidden values. More than seven hundred inspectors make 19,000 inspections to uphold Studebaker standards of manufacture. The annual cost of these inspections is more than £160,000. The factory could reduce the number of exactitude of these inspections, cut production cost and increase its profit per car—but that is not Studebaker policy. No other manufacturer in the industry sets higher inspection standards than Studebaker.

"The investment of over \$400,000 in providing ground and research facilities, means major value in Studebaker and Erskine cars. Experimental cars operated by the research, engineering and providing ground staff piled up a total of 1,575,000 miles last year in the search for facts and performance by which to improve the product. Much of that expense could have been saved but it would

## ROADS PROTEST.

### "Grave Risks" Involved by \$26,000,000 Raid.

The diversion of more than \$26,000,000 during recent years from the Road Fund to general revenue is severely criticised in the annual report of the Roads Improvement Association, issued recently.

The result was that "instead of the present highway system being extended—existing roads widened out and new roads appearing abreast with traffic growth—as was contemplated when motorists agreed to contribute to the Road Fund—road work has dwindled merely to week-to-week maintenance."

"If all vehicles to-day were utilised up to say, 50 per cent. of their capacity road congestion would be intolerable," the report adds.

"Unless action is taken there is a grave risk of the ever-increasing traffic overtaking road facilities with disastrous consequences."

## THE TWO-SEATER COMING BACK.

### Examples of Popular Cars.

At the moment there is undoubtedly a revival of interest in two-seaters, and while enclosed types predominate there are not lacking examples of open cars of a sporting character. In America also the two-seater, or roadster as it is commonly called, seems to have taken a new lease of life, says *The Motor*.

Exactly why this should be so it is rather difficult to say, but the reason may be partly a psychological one. Many people who do much of their driving alone, or with only one companion, have an instinctive dislike of a saloon body when the rear compartment is empty. The unoccupied seats seem in some way to convey a feeling of loneliness. In the same way, some people dislike driving an open tourer with only one or two up, and their dislike is not due to any difference there may be in the way the car handles or holds the road owing to the lighter load.

Whatever the reason, there is ample evidence that coachwork with only one main seat still finds a definite demand, which is by no means restricted to the small car class. The 17-50 h.p. Arrol-Aster, for example, is certainly not a small car, yet a striking coupe body of somewhat sporting appearance on one of these chassis was recently ordered from Arthur Beattie, Ltd., Manchester. This has a slightly raked V screen which follows the curvature of the scuttle, and the doors are hinged at their rear edges and conform to the angle of the windscreen pillar.

Another car which can hardly be classed as small is the Chrysler "80" with a drop-head coupe by the Carlton Carriage Co., Ltd. Finished to represent grained woodwork, it has just been supplied by the Cheltenham and Gloucester Car Mart, Ltd., to the well-known jockey, Gordon Richards, the mascot, appropriately enough, being a horse and jockey.

A history attaches to the 12-18 h.p. Minerva drop-head coupe, as this was auctioned by Davy Burnaby at midnight on February 29 at the London Hippodrome, in aid of the Middlesex Hospital, and purchased by the Governor of the hospital. The coachwork is by Vanden Plas of Belgium, and an unusual feature is the sloping of the head pillars. The head irons are in this case not dummies, but serve a useful purpose. Wings of very deep dome section should effectually protect the body from mud thrown up by the large section tyres.

As a contrast to the enclosed two-seaters is a 19-100 h.p. Austro Daimler short chassis with a sports body by Vanden Plas (England), Ltd. The lines of the body are quite in keeping with the speedy character of the chassis, and points of interest are the pronounced rake of the screen with its side extensions, the absence of running boards, and the neatly folding hood. The head lamps are set rather low down between the wings.

### Want Safer Brakes.

In a plea for safer brakes at a meeting of the Society of Automotive Engineers in San Francisco, figures were cited that showed a car with two-wheel brakes cannot be stopped from a speed of 20 miles an hour in less than 87 feet, and that four wheel brakes reduce the theoretical distance of 22 and one-fifth feet.

have meant less value in Studebaker and Erskine cars.

"Hidden values are no longer intangible features in a motor car, and motor-wise buyers are beginning to realise it. That is one of the reasons, in my opinion, for the new sales record set by Studebaker cars in World markets."



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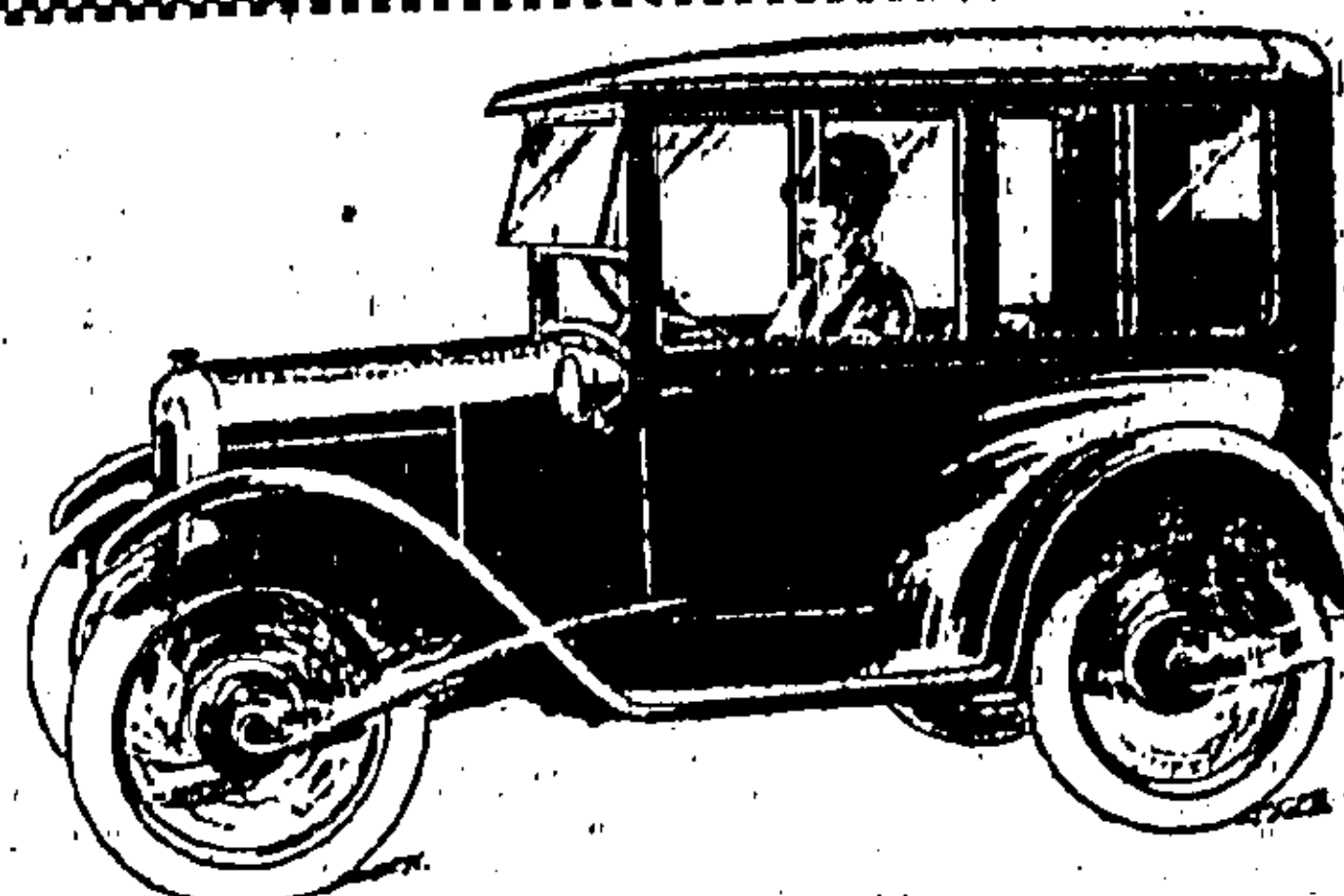
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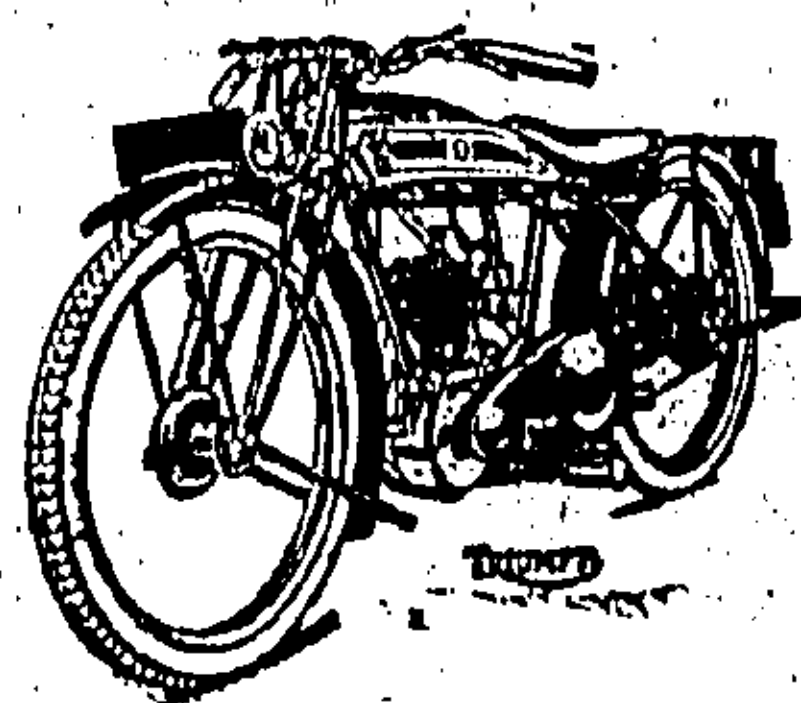
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## EFFECTS OF A STORM.



Hundreds were made homeless and approximately \$1,000,000 worth of property was destroyed by storms which tore through portions of Missouri, Kansas and Oklahoma. This telephoto picture shows a scene at Shawnee, Okla., where the greatest damage occurred. Here a cloudburst picked up automobiles and swept them along until they sank in this stream bed.

LATEST NOTES FROM  
HOME.European Control  
Planned.

(By a City Correspondent.)

Italian motor manufacturers have now put forward a comprehensive scheme for the formation of a gigantic European motor manufacturing cartel, to include British, French, German and Italian manufacturers, with the idea of resisting the increasing competition of American cars on the Continent.

It is proposed that some 250 motor firms should join the cartel, and should adopt co-operative methods of distribution.

There is, however, I think, little likelihood of the scheme coming to anything. British manufacturers are distinctly cool towards the proposal which would benefit the manufacturers of Italy and France, who have not adopted mass production methods, much more than it would firms here.

## Co-Operation in Australia.

A motor-manufacturing proposal much more likely of success is that British firms should co-operate to push sales of their cars in Australia and form an organisation for the establishment of a joint-assembly factory to reduce marketing costs, and so help in the competition against American cars in the Dominion.

This scheme has, I understand, received the sympathetic consideration of Mr. W. R. Morris, who has, of course, just returned from Australia, where he has been studying market conditions.

## Mr. Morris and Mr. Ford.

Meanwhile there are all sorts of rumours about in the City regarding a possible meeting between Mr. Morris and Mr. Ford during his visit here with the idea of some combination between the two.

Such a combination would be one of the biggest things in the history of motor manufacturing, but so far as I can gather there is little basis for the reports beyond the knowledge that Mr. Ford regards the growth of the Morris car as a serious setback to his power in British markets, and might therefore make the opportunity for a discussion while he is here.

Both men, of course, are fond of dramatic moves, and a personal meeting might produce remarkable results.

Authorities closely in touch with Mr. Morris, however, informed me recently that any serious co-operation between the two was at present unlikely.

## Popularising British Cars.

Last year delegates of the Association of British Motor Manufacturers toured the principal Dominions in order to ascertain the wants of the Colonies.

Very good work has been achieved in this direction, and the most efficient makers of moderately priced cars appear likely to derive marked benefit from the recommendations of the delegation.

Their endeavours are now powerfully seconded by Sir Robert Horne, who, upon his return from a journey to the Antipodes, calls attention to a very disquieting feature inasmuch as Australia im-  
ported in the first quarter of last

year 22 per cent. of British against 60 per cent. of American cars, the percentages for the last three months of 1927 being 9 and 87.

This decline is all the more astonishing as unassembled parts of British chassis enter the Commonwealth free of duty while the American parts pay 17½ per cent., the levy on an assembled British chassis being 5 per cent. as against 25 per cent. on a United States production.

## Harmful Basis of Taxation.

Sir Robert Horne attributes the preference shown for American makes not so much to their wider gauge and higher clearance suitable for country roads in the Colonies, but to the unduly low power of the cheaper type of British cars. He adds that the British manufacturer cannot afford to make different types, one for use at home and another for use abroad, as this would do away with the benefits of mass production.

British builders designed their cheaper cars so as to free them as much as possible from home taxation, which is based on engine power.

It is highly significant, within a week of Mr. Churchill's Budget proposals, to have an ex-Chancellor of the Exchequer of the standing and experience of Sir Robert Horne coming out into the open, advocating the removal of the tax on the power of the car. He quotes the successful imposition of a tax on petrol consumption in New Zealand, where no complaints are made by those who use petrol for other purposes, as in these cases the amount of the duty is refunded.

This is indeed, an unexpected quarter from which the endeavours of the various motoring organisations to obtain a change in the basis of taxation are now seconded. The horse-power tax weighs most heavily on the owner who uses his vehicle but rarely, while touching but lightly proprietors of commercial cars and lorries, which are in service on at least six days a week and contribute much more than others to the wear and tear of the roads.

## Pneumatic Tyre Orders.

The decision of the L.G.O.C. to introduce seventy-five new double-decker buses with pneumatic tyres, and similarly to fit another one hundred, opens up possibilities of a big increase in orders for the tyre manufacturers from the big road-transport companies.

It is extremely likely, I believe, that before long the majority of London's buses will be fitted with pneumatic tyres, and the most important of the provincial motor-coach companies are developing along similar lines.

A lead in this direction has been given in Germany, where the Government has issued regulations restricting the use of solid tyres.

The whole movement is, in fact, in this direction, so that Dunlops and one or two other of the big tyre firms should benefit considerably. —Evening Standard.

## Ten States Improve.

While automobile fatalities increased in America in 1927 some eight per cent, ten states lowered their percentage and four increased. Illinois had the largest numerical decrease; from 1776 in 1926 to 1647 in 1927. Montana, with a 22 per cent. decrease, had the largest percentage.

MOTORING IN  
FRANCE.Night Driving and Its  
Pitfalls.

Night driving in France is full of pitfalls according to a correspondent in the *Autocar*. On the whole, the French laws are excellent, but the manner in which they are exercised is spasmodic.

"First of all, the motoring visitor will be appalled by the number of unlighted bicycles he encounters; their riders mostly get off scot free, but occasionally in some obscure village or other the *gendarmes nationaux* will become suddenly active, and the fining will be fast and furious. Then the motorist with the faulty tail light will likewise suffer. Beware, therefore, of the unlighted cyclist.

The next snag is the forward travelling rear light. This needs a little explanation. All vehicles must carry a light in France, but the said light, whether on bicycle, cart, or even motor lorry, may be a red Chinese lantern, and to meet a vehicle lighted in this way is, to say the least of it, confusing. Apparently the police take no action as the vehicle is lighted "within the meaning of the Act."

French motor drivers love powerful head lights, and adore playing with them. Years ago I crossed the Channel in a French mail steamer, captained by a man who must have been a motorist. He had a lovely searchlight, and when a liner crossed his bows he switched on his projector, danced with fury on the bridge, left his course to read the offender's name, ran into a fog, and piled the steamer up on the Calais sands a good mile from the harbour entrance.

The French motorist plays much the same game. According to the law of the land, approaching cars must dim their lamps but the law does not say when, and what happens is this. The other fellow is travelling "at the rate of knots," and suddenly switches off. Courteously you seek to do likewise, but owing to your thick gloves you fumble with the dimmer. He then becomes impatient, and by the time your own lights are dim, he blazes on full power and you are blinded. Then he switches off again, and there is a grave risk of running down some unlighted and invisible cyclist who may be ahead; in any case, speed is of necessity reduced to dead slow. Suddenly, before the other man is past you, his head lights will be switched on again. After that, words fail one.

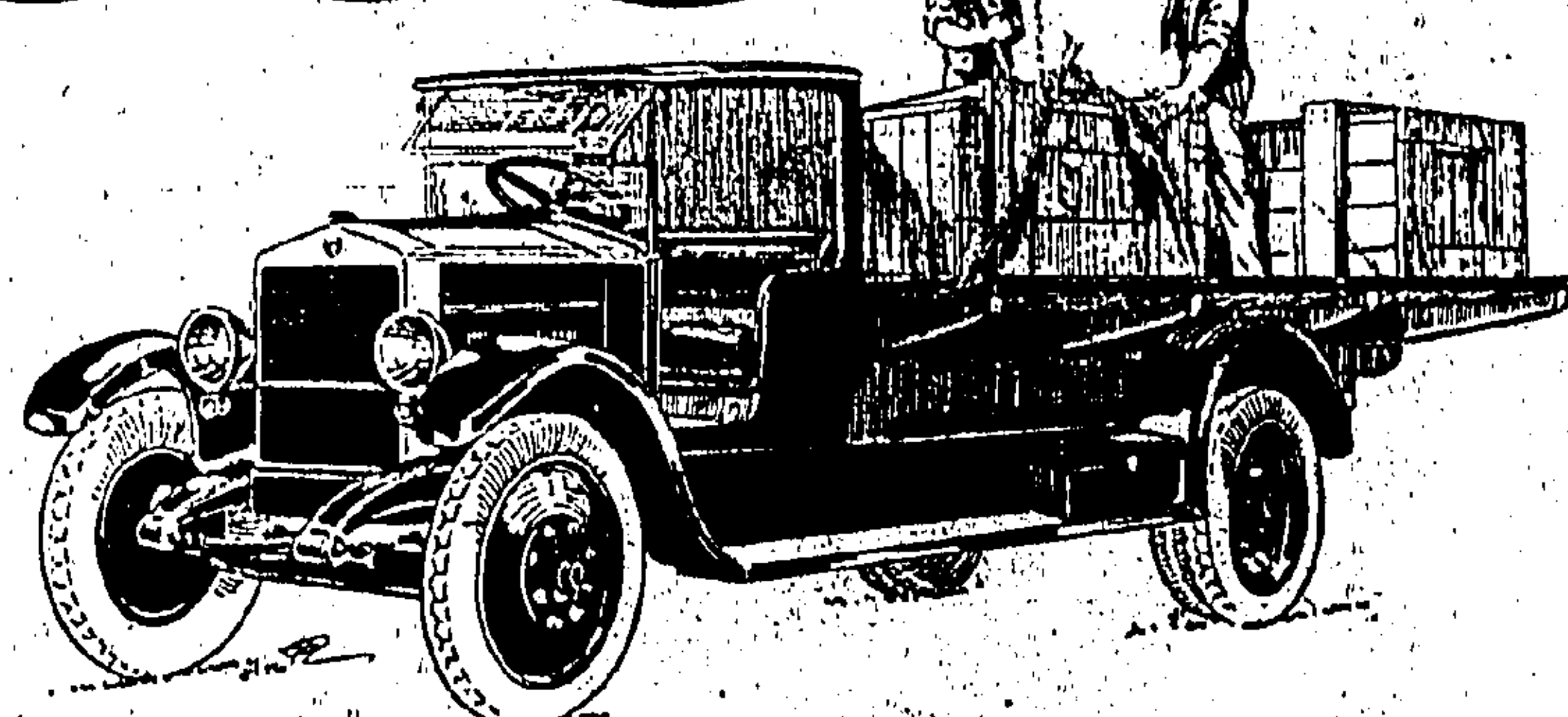
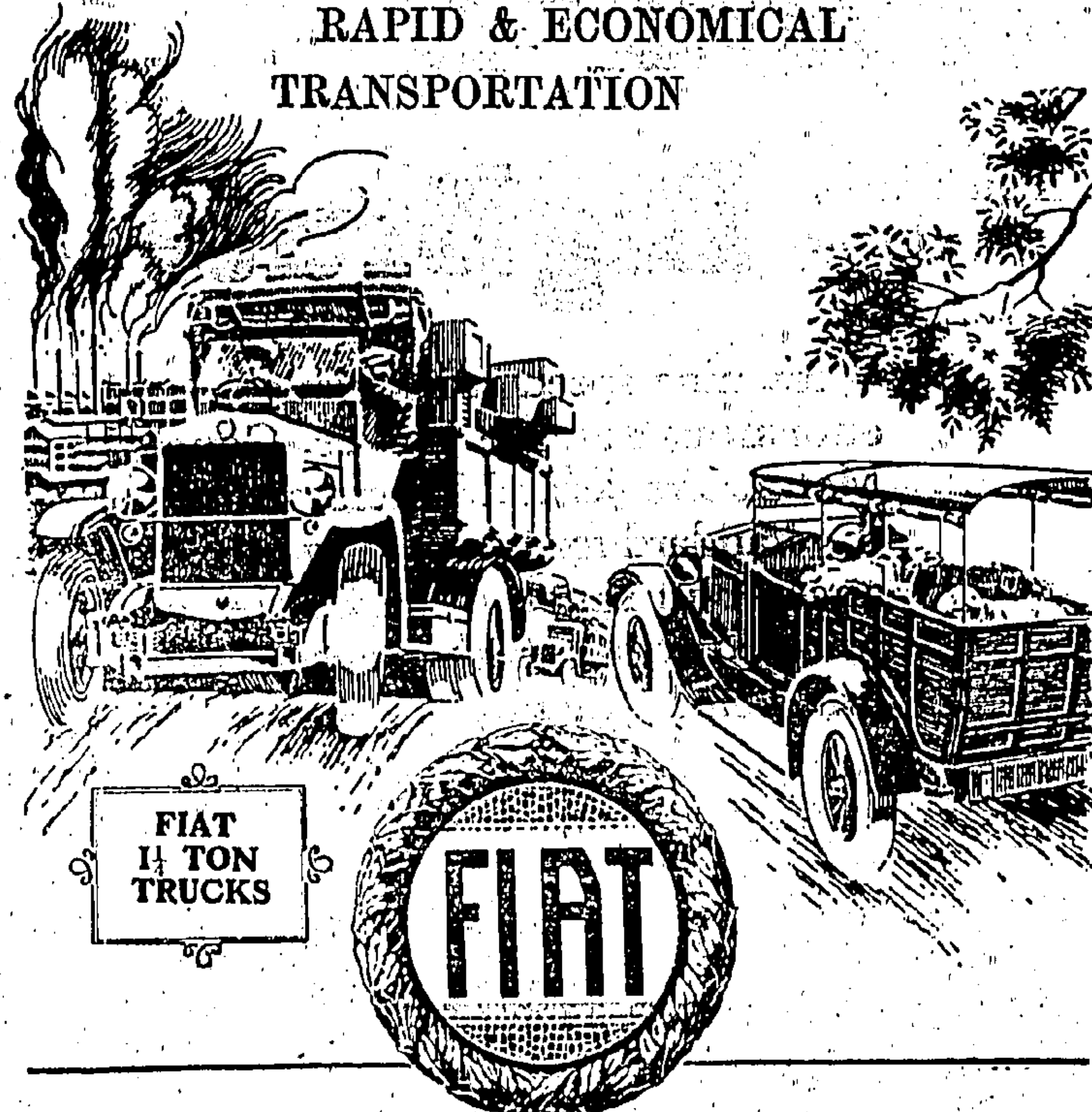
Often at dusk, when side lamps are lighted just to acquaint others of one's presence and there is ample light to see, an oncoming motorist will approach with his head lights ablaze, and then switch them on and off again like a child with a new toy. It is all very disconcerting, but one gets used to it.

The best tip is a spotlight on the windscreen adjusted to throw its beam on the right-hand verge of the road about 30 yards ahead; it then dazzles no one and yet serves to pick up any cyclist in the offing. A good spot-light fitted with the same bulb as a head lamp gives a surprisingly good light, and if on approaching another car the head lights are switched off, and the spot lamp is left burning, no one minds, and the road is not left in utter darkness.

## Safety Contest Opens.

With \$5,500 offered in prizes the U.S. Highway Education Board has opened its annual safety contest. Essays, written by pupils and teachers in the eighth and lower grades, will be judged.

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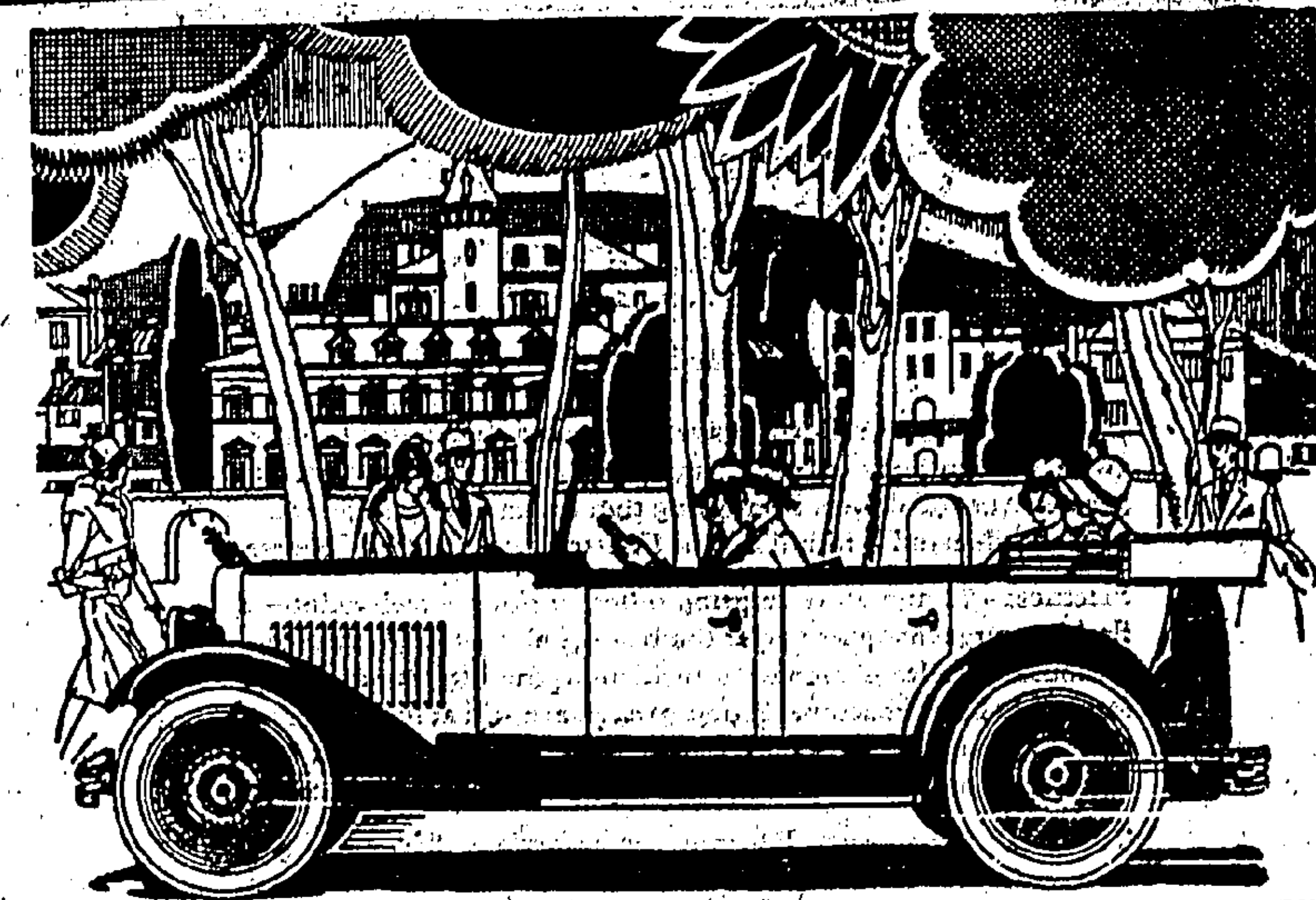
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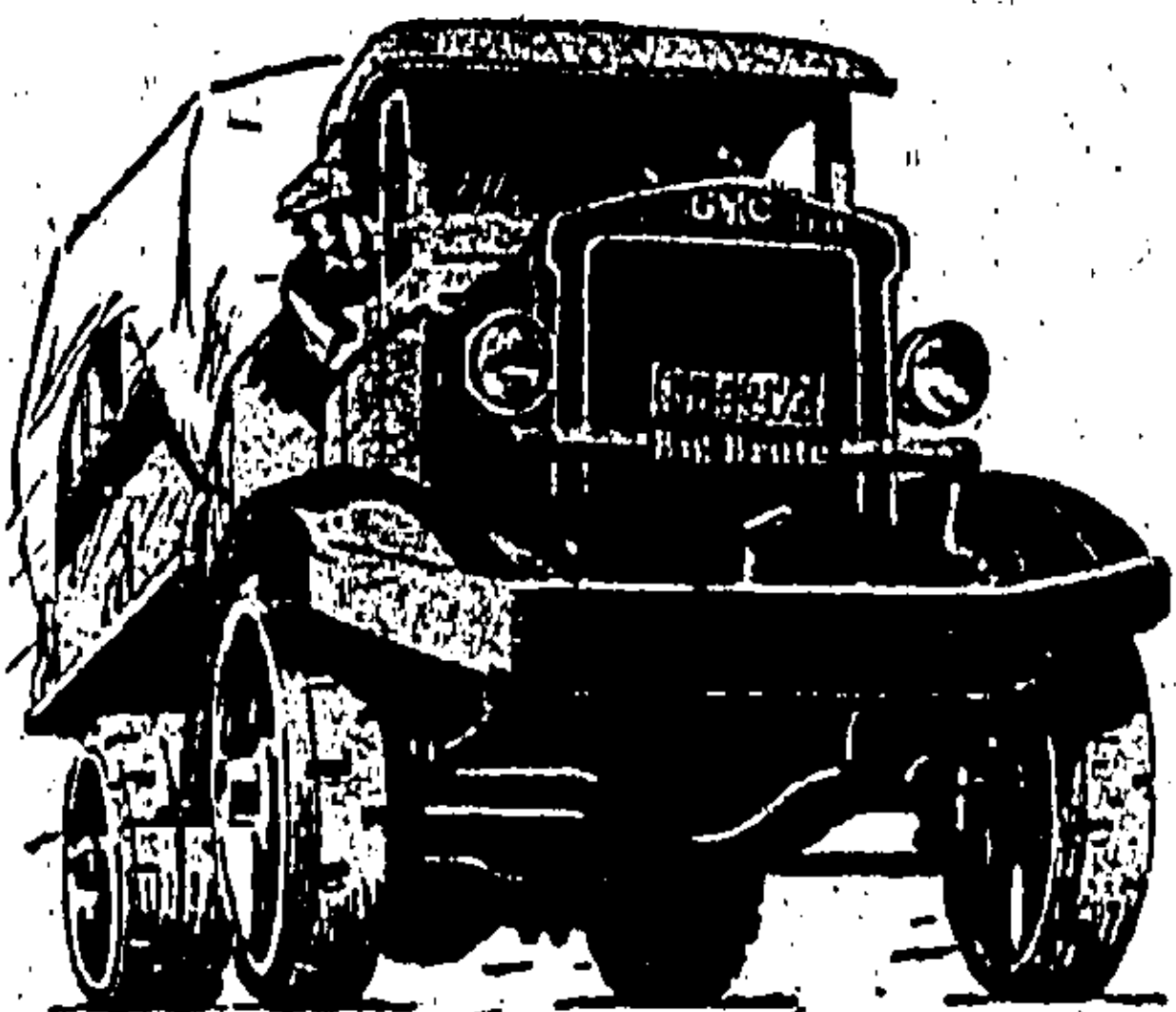
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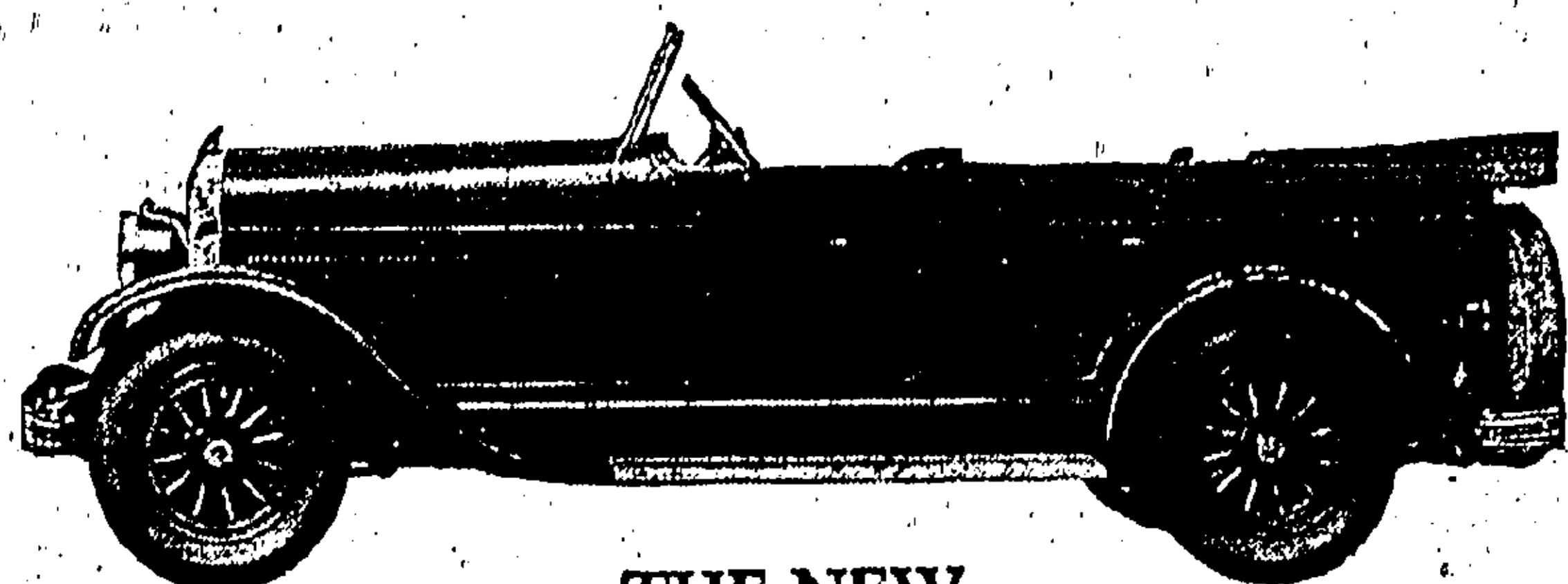
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Down to the smallest detail, this roomy, powerful, stylish Phaeton (with custom body) is an example of the Chrysler engineering genius at its full flower. Everything that the most exacting motorist could demand is found in this Phaeton as a matter of course.

Fleetness—72 and more untiring miles an hour. Acceleration—a flashing surge that puts you at the head of all traffic. Endurance—a thousand miles is merely an incident in the life of one of these staunchly-built Phaetons. Proud owners are still at the wheels of their original Chryslers, built four years ago—many of them with more than one hundred thousand miles on the speedometer.

The "72" seven-seater Phaeton accommodates five adult passengers in the rear compartment and two in its ample front seat, with room to spare. Folding auxiliary seats are wide and restful, and so placed as to allow unhampered leg-room for the occupants of the well-sprung rear seat.

Harmoniously blended colours, snugly folding hood with blindings to match the durable, high-grade pigskin leather in which the car is upholstered. A long, low, fleet-appearing body, apparently small and compact, but seating seven adults in perfect comfort—surely a car you will be pleased and proud to own!

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CHRYSLER

## MANY REFINEMENTS.

## The 1928 Buick.

Buick's efforts to simplify the operation of its cars meets with general appreciation. This year, Buick specially stresses the fact that every control device is placed within easy reach of the driver, an arrangement which makes the 1928 Buicks exceptionally easy to handle.

The light controls, formerly located on the dash, are now centered in a single lever at the top of the steering post, under the horn button. This lever turns the headlights on and off, switches them from bright to dim and operates the parking lights. Illumination of the instrument panel is provided by a small lamp concealed in a recess above the instrument board. A three-way switch, accessible from the driver's seat, operates this lamp, which may be made to illuminate the instruments indirectly or to throw its beam out into the front of the car.

The steering wheel is entirely new, the principal feature of design being slenderness, which adapts it to small feminine hands as readily as to the large hands of man. The steering post is pivoted at the bottom, so that it may be raised or lowered to meet the individual driver's requirements.

The transmission lock is eliminated, and is replaced by a new two-way lock at the junction of the steering post and dash. This lock, operated without stooping or reaching, controls both ignition and steering. A special safety feature, however, permits the engine to be shut off without locking the wheel. This allows the driver to coast and still retain control of his car. The new lock is effective even if the driver parks with wheels cramped to the curb, as on a hill. The moment a would-be thief straightens the wheels, the tumbler snaps into place, making it impossible to drive.

Owners have also been enthusiastic in their comments on the improved vision from the driver's seats. The windshield is both wider and deeper, affording a more sweeping view of the road.

A thought behind numerous refinements in the driving compartment, Buick engineers explain—was to extend the car's usefulness by adapting it to the needs of a maximum number of individuals. Other advances in a notable programme of improvement includes new low lines, achieved by the double-drop frame, new colours and upholstery, new riding comfort, to which four hydraulic shock absorbers in conjunction with redesigned cantilever springs and deep cushions contribute, and several improvements in Buick's six cylinder valve-in-head engine, which is quieter and more powerful than ever before.

## WOMAN'S POINT OF VIEW.

## Are We Dangerous?

[By Eleanor Gildwell]

It may perhaps be not unprofitable to gather up some of the complaints which are made periodically about that well-known pest, the woman driver. We are told that women are selfish, bad-mannered, inefficient, arrogant; in fact, as drivers they are a menace to everyone on the road. To each other, too, but of course, that doesn't matter!

The strongest complaint concerns the woman driver's lack of decision, and our male friends emphasise, in writing about us in the papers, the dangerous confusion which arises from our indecision. And one must agree with them.

Every day some incident occurs which accentuates my indecision. I admit it frankly. I have in my mind some strict rules of the road which give me no preference on account of my unfortunate sex. But can I follow my rules? A thousand times no! And why? For the simple reason that I am much too nice to refuse every courtesy that comes my way; to do so would have a fatal effect on my character. So occasionally I accept an advantage offered by the chivalrous male as a tribute to the shape of my hat.

But the practical difficulties of the position are obvious and quite serious. Let us look at three incidents which occurred within a few days of my reading a particularly virulent article about women drivers' selfishness and inefficiency.

The first day I had a mechanic riding with me for the purpose of testing a minor repair. I descended a very steep hill in second, well-braked for what I might meet at the foot. A man driver met me from the opposite direction, and we both wished to turn the same

corner. His was the right of way, undoubtedly, as he was there a few seconds before myself, but had he been of a courteous disposition he would have allowed me the privilege of turning first, the corner for me being the more difficult. However, he did not. I made no remark, but my mechanic flared. "He should have let you have it."

"Oh, but come," I said. "It was his corner."

"A man should always give way to a lady," he grumbled.

So there was my mechanic, neatly labelled.

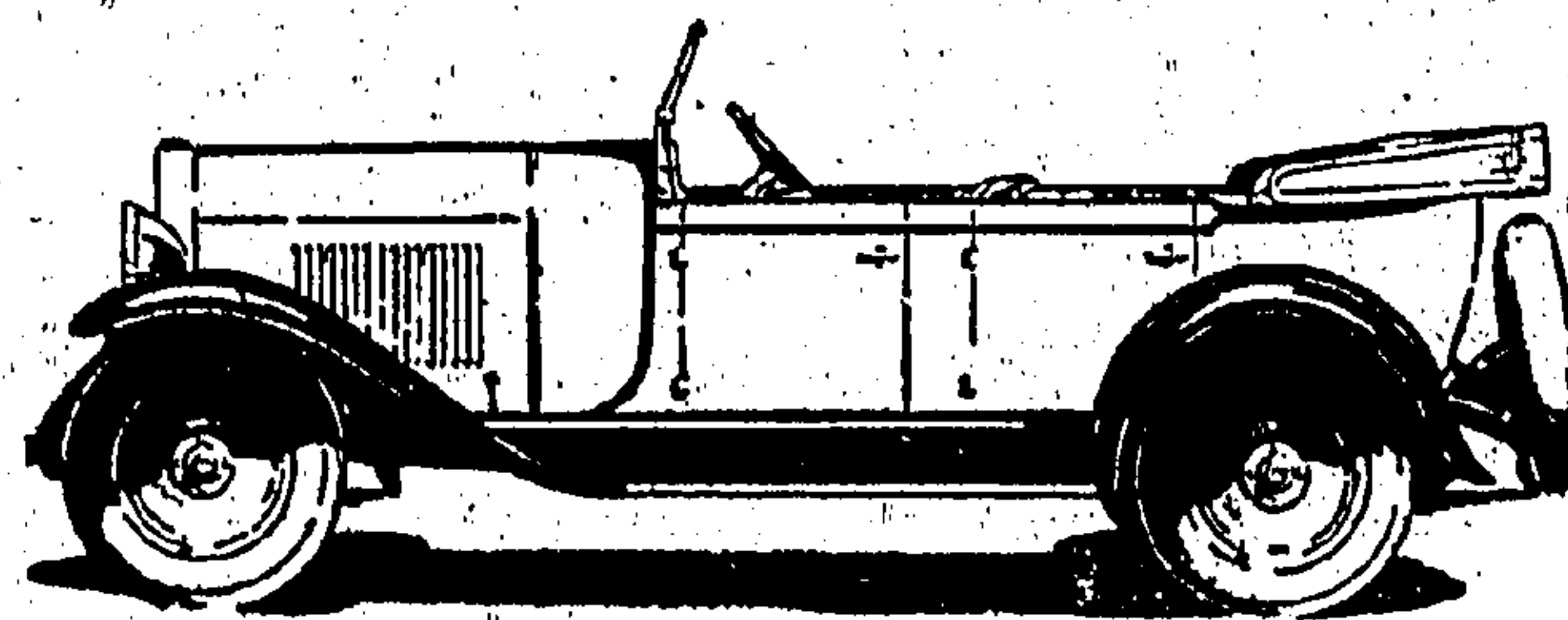
The next day my engine stopped while climbing a villainous hill, and refused to take off again in first (mine is a really old car). The number of men who appeared from nowhere to help push her round, so that I might run down the hill and engage, was miraculous and gratifying. Half-way down the hill is a long archway which takes only one car, and obviously preference should be given to up-comers owing to the steep gradient. On this occasion there was an up-comer, but I was chary of stopping for fear of engine trouble. So, remembering the gallantry of my mechanic, I called through the archway with what I hoped was an apologetic smile and gesture for the benefit of the poor man who had been obliged to pull up and await me. My charm was frozen on my lips. He threw a disgusted scowl at me, and I sped on, I am afraid laughing. He has probably written to the papers about me.

Two days later I pulled up behind a stationary car to allow a man-driver his right of way on the other side of the road. He pulled up, too, but I refused to go on. I was determined to be neither gracious nor grateful, but an unsexed motor-driver. We both sat firm. Finally, with a wave of my hand, I took out and lit a cigarette. After a few seconds more he passed by with a most charming smile and salute.

Now in the face of these experiences, trivial but all too common, will any man maintain that life is made easy for a woman-driver? I am confident that all we ask are plain, neutral rules of the road. We prefer them to spasmodic, though charming, exhibitions of chivalry. Rules are so much more reliable, so much safer, and so much less embarrassing.

## THE NEW OLDSMOBILE.

An Entirely New Car of Great Appeal.



Above is seen a sketch of the Touring model of the new 1928 Oldsmobile—a car that has made a sensation in the automobile industry.

An announcement which is sure to be viewed with great interest by all classes of motorists and others in Hongkong has this week been made by the Dragon Motor Car Co., Ltd., which is to the effect that they have taken delivery of the first of the new Oldsmobile models.

The name Oldsmobile is one to conjure with, for it is a name which has come down from the early pioneer days of motoring over 30 years ago. It was from Michigan's first motor car factory that came the first Oldsmobile—a one-cylinder affair that was hailed as a triumph in its day. Then in 1900 came the first two-cylinder model, characteristic of Oldsmobile pioneering. This two-cylinder car had the then record-breaking output of 1,400 cars in the first year of its production. It was in 1908 that Oldsmobile joined the family of General Motors, and it was in 1923 that it became a six-cylinder product—a car that first brought six-cylinder machines within the reach of the average buyer. Selling at almost four-cylinder price it met with a very popular demand.

And now the General Motors Company has decided to make the Oldsmobile not only worthy of the time-honoured place its name occupies in the American automobile industry but to make it an absolutely new car, outstanding in beauty, performance and quality. In announcing the new Oldsmobile, the makers assert that their objective is to establish it in its rightful place in the industry, to make it the leading six-cylinder car in its price class. And that is an object not easy of attainment in these days of stern competition. But the whole of the

great resources of General Motors have been drawn upon and the new car is the result of proved experience and of rigorous testing such as no other car has ever had. Before it took its final form it underwent more than a million miles of testing at the General Motors proving ground.

The new car, which has a range of seven models, is a new six with a new and larger L head, high compression engine of 55 brake h.p. at 2,900 revolutions per minute. In it is embodied a new cylinder head developed in the General Motors research laboratories—of exclusive design which permits a full and smooth power flow and providing all the advantages of high compression design without special fuel. The efficiency of the engine is augmented by crankcase ventilation, oil filter, air cleaner, a specially controlled cooling system and other striking features. The engine rides on a rubber cushion mounting and it will accelerate from five to 25 miles per hour in 8½ seconds.

One of the chief concerns of the designers was to produce a silent and vibrationless chassis and this has been secured by the rubber cushioning of the motor, a new rubber-core clutch, a new double-cushioned universal joint system, non-squeak shackles and even rubber cushioned bumpers. The complete sound insulation of the body between the interior and the engine is an outstanding feature.

In appearance the new car instantly attracts. It has style and luxury comparable to much more expensive cars. There is a longer wheelbase—113 inches—and longer body design. Doors are larger and windows are wider

and lower. The low frame provides a desirable "jaunty" effect which is further emphasised by the sweeping lines of the fenders, by the new and smaller wheels and the balloon tyres. The body design (bodies by Fisher) is ultra-modern in its styling and has vivid, vibrant colours of enduring finish. The interiors are marked by new roominess and by modish upholstery and finishes. A handsome new instrument panel on the dashboard contains all indicators, including fuel and oil gauges and a new engine temperature thermometer. An all-black steering wheel is of hard rubber and in the centre is mounted the horn button. On the wheel also are neat hand accelerator, and headlight levers, the latter operating twin-beam head lights with offset parking light.

It is to be noted that all cars have four-wheel brakes, Lovejoy shock absorbers, bumpers front and rear, speedometer, ammeter, Klaxon horn, spare rim and carrier at rear and complete tool equipment, jack, tyre pump and high pressure grease gun for chassis lubrication.

These new cars are now to be seen on display both at 33, Des Voeux Road, Central, and at 33, Wong Nei Chung Road, and they have already attracted considerable attention. There is no doubt that whatever claims might be made by the manufacturers—and claims by General Motors are always substantiated—the new car is a striking addition to modern automobile products. The aim has been to provide a car of obvious excellence at a moderate price—an aim that has been fully achieved.

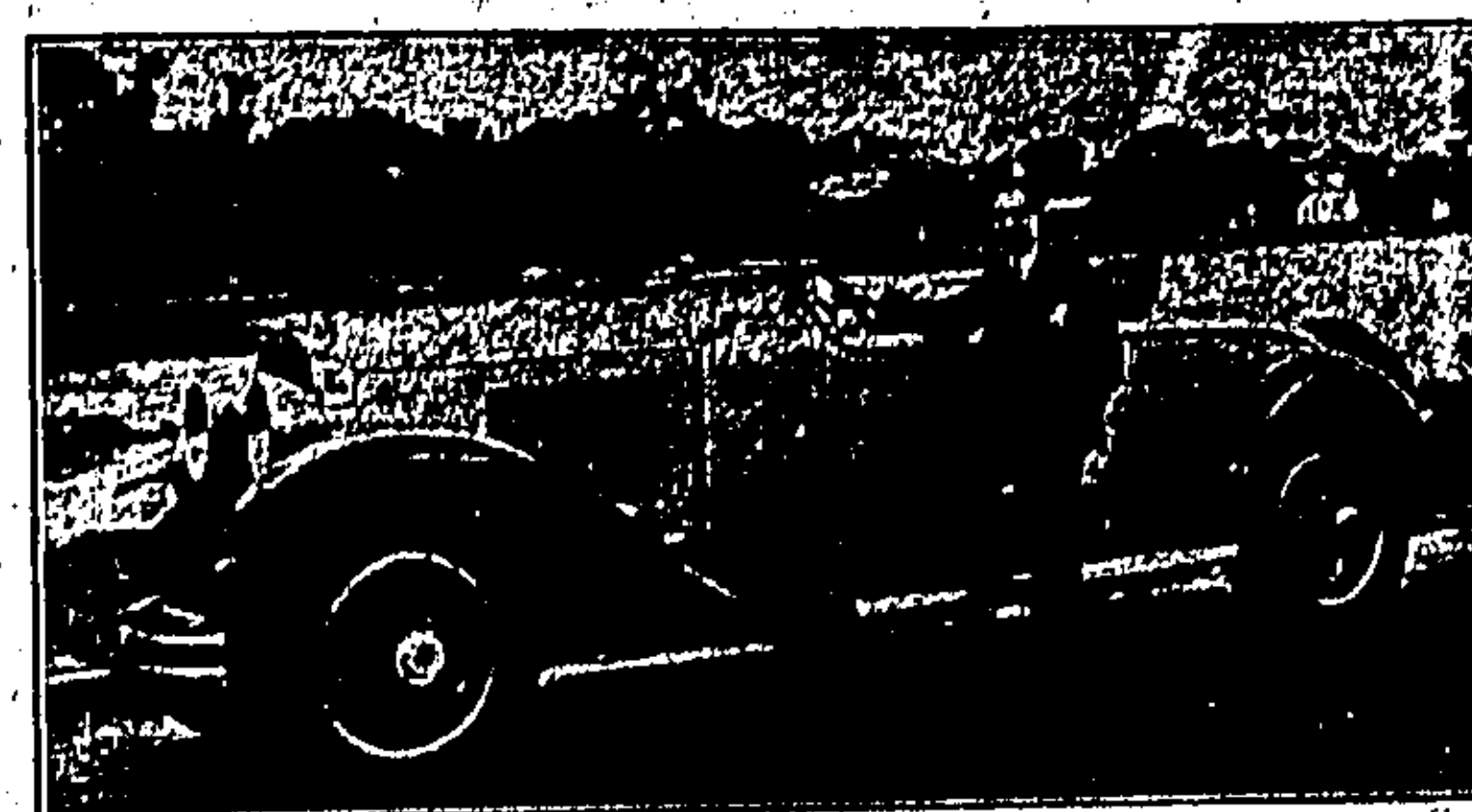
## CARE OF NEW CARS.

## Precautions for a Critical Period.

Easter marks the opening of the motoring season says the *News of the World* motoring correspondent. Thousands of new cars run their first hundred miles during the holiday. This "running-in" period is a critical time in the life of the car, for, unless the greatest care is exercised by the driver, the mechanism may suffer serious damage. Most manufacturers attach a printed slip to the wind-screen stating that a certain speed should not be exceeded until the initial mileage has been covered. In addition, many of them fit a "speed" waster, which limits the speed of the car on the level in the desired way. With this washer in position the engine can only put up a very poor performance. The driver must exercise the utmost caution in passing other traffic, for even reasonable acceleration is out of the question. As very little power can be developed, the lower gears are needed whenever a hill is encountered. In spite of these drawbacks, the washer should on no account be removed before the proper time, otherwise the market guarantee may be cancelled. Although the "speed" washer goes a long way towards preventing dam-

age, it is not an absolute safeguard. On a down grade it is quite easy to run the car at excessive speed, as little power is then required. Road speed is incidental; it is engine speed that counts. When a lower gear is engaged it is possible to overrun the engine with the car itself travelling at a speed far below the stipulated maximum. In fact, the damage can be done with the car at a complete standstill. The point to remember is never to run the engine fast for any length of time, whatever the speed of the car. When starting off from cold, particular care should be exercised, as the oil takes some time to get into circulation. Under these conditions do not attempt to press the engine—let it "tick over" until it gets thoroughly warmed up. After the first 300 miles or so, the oil should be drained off from the crank-case and replaced with fresh oil of the correct grade. The brakes probably require taking up, too, as new linings bed down with use. On modern cars the brake adjustments are easily accessible. Generally a butterfly nut will be found at the end of each brake-rod. The two front-wheel brakes should be adjusted together, each nut being given the same number of turns. Uneven adjustment may result in the steering being affected when the brakes are applied. Be careful not to tighten the nuts too much so that the brakes bind—one or two turns will be quite sufficient.

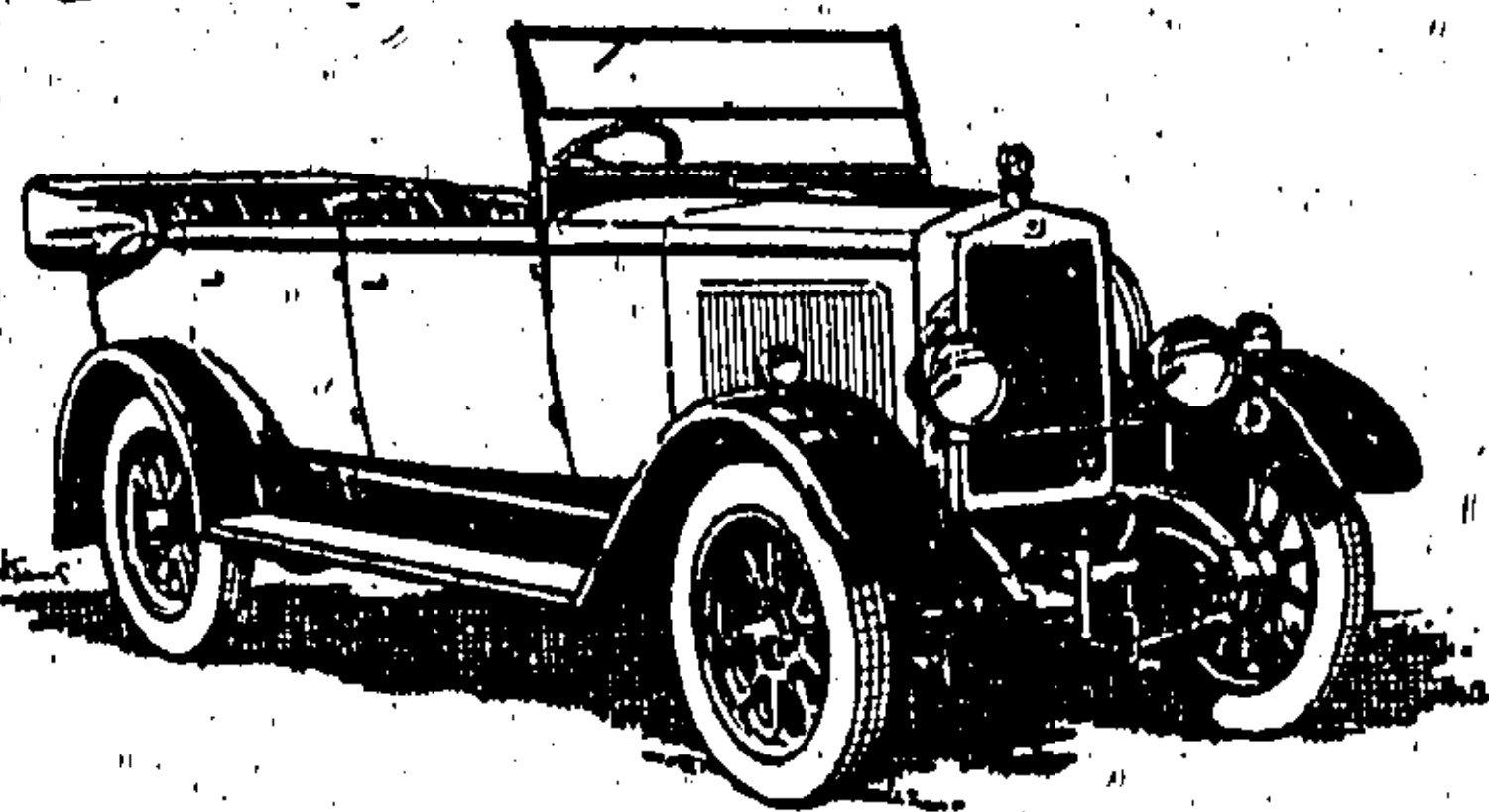
## A PRINCE AND HIS CAR.



The popular Prince Carl, Hohenzollern-Bartenstein, who has recently arrived in U. S. from Wurttemberg, Germany, and is fast making friends during his visit in the Southland. His costly foreign-built touring car which the prince brought with him from Europe has been replaced by this brightly yellow and black custom-built Cadillac roadster, selected at the Cadillac-La Salle Palm Beach Salon for use in his tour of the States and South America.



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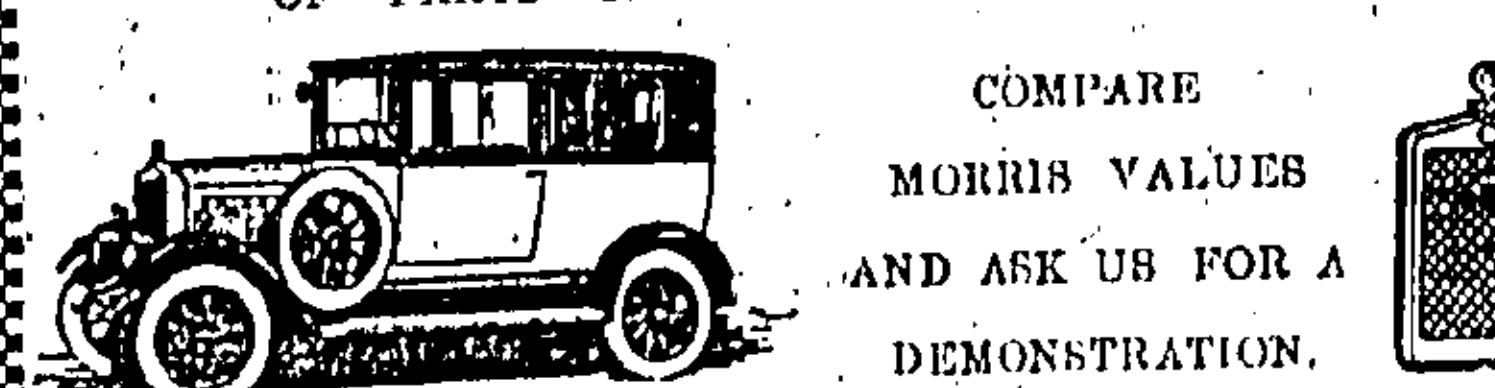
<b>MORRIS-OXFORD 11.9 H.P.</b>				
48" TRACK—108½" WHEELBASE.				
TOURING	4 Seater	205	235	—
SALOON	4 Seater	215	255	—

<b>MORRIS-OXFORD 13.9 H.P.</b>				
48" TRACK—106½" WHEELBASE.				
ROADSTER	4 Seater	210	240	—
TOURING	4 Seater	225	260	15
COUPE	2 Seater	230	270	—
SALOON	4 Seater	250	290	20
LANDAULETTE	5 Seater	285	330	—

<b>MORRIS-OXFORD 15.9 H.P.</b>				
56" TRACK—114" WHEELBASE.				
(4-speed gear)				
TOURING	5 Seater	315	355	—
SALOON	5 Seater	345	400	—

<b>MORRIS LIGHT SIX 17.7 H.P.</b>				
2466 c.c.—Approx. 2½ litres.				
TOURING	5 Seater	320	360	—
SALOON	5 Seater	350	405	—

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OF PARTS CARRIED



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York Building. Phone C. 587.

# HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

THE FIRST 500 MILES.

Everyone who takes over a perfectly new car (and there are a multitude of such persons, particularly at this time of the year) should find a tag attached to its steering-post or elsewhere, warning him not to drive it faster than 25 m.p.h. or so for the first 500 miles or thereabouts, or the manufacturer's warranty upon it will be voided. He will also probably be given the same warning, verbally, by the man who delivers the car, and if he looks into the instruction book (which he all too seldom does) he will find this same cautionary notice most prominently stressed on one of its first pages. This admonition is given by the manufacturer in the hope that the engine will be given a fair show, during the first and most critical period of its operation, so that it may "find itself" and become a powerful, smooth running and long lived one, capable of giving its owner satisfactory, economical and protracted service. The manufacturer knows and tries, by all means at his command, to impress upon his customer for his good, the undoubted fact that the first 500 to 1,000 miles of an engine's operation—the "wearing in" period—is a formative period which largely determines the engine's later value and that the treatment given it during this initial use can make or mar its future. He asks his customer to exercise a little self-restraint and forego the joys of high speed driving for some hundreds of miles, in order to ensure that his engine may be more powerful, reliable, economical and silent at all speeds, during the hundred thousand miles of its subsequent expected service. The prudent motorist will temporarily restrain his desire immediately to "let her out," so that throughout his later ownership of his car he can "let her out" more confidently and with more gratifying results, but the imprudent driver, who disregards this well founded warning of the manufacturer, usually has ample cause for regret, either at the time of his indiscretion or during his entire ownership of his car. Driving slowly at first is merely a special case of the general rule, applicable to all complicated, finely constructed, power producing or consuming machinery, that it should not be made to work at its full capacity until its parts have had time to adjust themselves, through mutual interaction, to a condition of smoothness. If close-

ly fitted parts that rub together are operated with moderate speed and pressure, with plenty of oil between them and with freedom from heating, they eventually wear their abutting surfaces to a smooth, almost frictionless condition far more perfect than can be secured by any artificial finishing process. In other words, they "wear in." This is the case of the engine that is humoured for its first 500 miles. On the other hand, if moving parts are operated at excessive speeds, are violent pressures, with the oil thus squeezed out from between them and with attendant overheating, instead of smoothing themselves they cut, abrade and rough themselves up, with resulting permanently inefficient operation. This is what happens when the motorist "burns up the road" the first half thousand miles he drives his car.

Question:—How can I find out the succession in which the cylinders of my six cylinder engine explode?

Answer:—If you have an instruction book, you will find this information therein or if you knew the make and model of this engine we could look up the firing order and give it to you. However you can determine it yourself as follows: Remove the cap from the distributor and handcrank the engine until the rotating distributor arm is in such a position that if the cap were in place it would be in contact with the metal segment or insert, which is connected with No. 1 spark plug. Then crank the engine one-third of a rotation and note which cylinder segment of the cap the rotating arm would then be in contact. If the cable from this segment connects to No. 4 plug, the firing order of the cylinders is 1, 4, 2, 6, 3, 5 but if it connects to No. 5 plug, the firing order is 1, 5, 3, 6, 2, 4.

Question:—Is it a fact that an engine, which has so much carbon in it that it knocks, when ordinary gasoline is used, will cease doing so when it is run on ethyl-gasoline? Is there any harm in putting off decarbonizing an engine and using this fuel until the cylinders are cleaned?

Answer:—Yes, the use of ethyl-gas will prevent knocking due to carbon deposits. There is no harm in running it on this anti-knock fuel until it is convenient to decarbonize or until the valves need attention.

## HUGE OUTPUT CAPACITY.

Detroit, March 27.—It is estimated that the practical capacity of automobile production plants is 7,764,000 units annually. The theoretical capacity, arrived at by taking peak operations for a day and multiplying it by 300 working days in a year, is 9,000,000 units. General Motors, with a theoretical capacity of some 2,700,000 units, lends the automotive field in this type of production. Ford, with a

## CONDITION OF CRANK PIN.

Bearing adjustments are incomplete if they are made without first having determined the condition of the crank pin, which is susceptible to uneven wear.

theoretical 2,500,000, is second. Loss of time in body changes, re-equipping of plants for new models and other changes subtracts from this estimated output.

## GENIUS IS A THING APART.



THE SPRING OVERHAULING!  
(DOING THE JOB YOURSELF—AND TRYING TO PUT ALL THE PIECES TOGETHER AGAIN—WITHOUT HAVING MORE THAN A BUCKETFUL LEFT OVER!)

## AUSTIN SEVEN HINTS.

## Valuable Advice.

The recent R. A. C. analysis of breakdowns during 1927 showed that most troubles with the modern car are due to the most easily avoidable of all errors—namely, sheer neglect, says a Home writer.

I have asked the service departments of several of our leading makers to state from their wide experience of repair work, the principal items on their most popular models that most frequently need attention, and how trouble may be avoided without the owner having to devote an unreasonable amount of time to maintenance.

I am incorporating their replies in a series of hints on each car, and these will appear as far as possible weekly in this column.

I could hardly choose a better car to open with than the Austin "Seven," of which there are nearly 60,000 on the road to-day.

Since this great little car was introduced, over five years ago, there has been no important change in its design. That, in itself, is no mean testimony to the makers and their policy. Thus the following hints apply to practically all models.

The most important attention is the lubrication of the engine. When the car is sent out the engine oil reservoir is fitted with Esmerol W. W. heavy oil. When the oil is replenished, this grade should be used, but when the oil is drained off, which should be done after the first 500-800 miles, the engine can be filled with one or the other oils approved in the handbook, if so desired.

The oil reservoir holds about half a gallon. The dipper rod has a maximum line across it which indicates when the sump is full. Check the oil level only when the engine is not running, and then car is on level ground, and wipe the rod before taking the actual reading. The level should never be allowed to go below ¼ in. on the bottom of the dipper rod.

The oil jets, under the small brass plugs on the magneto side of the engine, should be kept clear. Remove the plugs and insert a stiff wire, not above 1-16 in. diameter, through the jets.

The rear brake cam spindle is a point that particularly requires lubrication. It is exposed to dust and mud, and consequently, if neglected, will seize up.

The lubricator, of the turn-cap type, should be oiled once a week. If it does seize up, paraffin should be injected to free it. If paraffin is not successful it is necessary to remove the hub and brake shoes in order to remove and clean the spindle.

Early models were fitted with a greaser at this point on each side. This requires the same attention.

## PERIL OF ROADS.

## Are "Wealthy Irresponsible" the Most Dangerous Drivers?

What is the cause of the increased number of road accidents? Home Office figures show that during 1927 there has, says a London writer, been an increase of 9,665 in the number of road accidents reported by the police over the previous year—twenty-six more each day.

Both the Automobile Association and the Royal Automobile Club have stated that the growth of accidents was undoubtedly due to the greater volume of traffic.

A large proportion of accidents occurred during the week-end owing to carelessness, but, generally speaking, motorists of to-day were exercising greater caution.

"Increased traffic of all kinds is making motoring more dangerous and calls for a greater degree of care," said an official of the A. A.

"Although not in favour of examination certificates for prospective drivers, we hope that the new Road Bill will contain a clause in which beginners will be asked to sign a document showing that they are fit and able to drive."

"As a rule, the most careful drivers are those who have bought cars out of hard-earned incomes or who are paying by instalments. The most dangerous are probably the wealthy, irresponsible, week-enders."

"Considering the amazing growth of road traffic in the last twenty years," said an official of the R. A. C., "there might be many more accidents."

Few Autos in Russia. Of the 21,035 automobiles registered in Russia, 78 per cent. are state owned, 7 per cent. co-operatively owned and 15 per cent. privately owned. There is one car for every 8728 persons in Russia.

## STEP ON IT

Forty miles an hour when new fully covered by Studebaker Warranty.

On the Dairy Farm or Shaukiwan hills in swift get-away and flashing pickup—the abundant power of the Studebaker is a constant source of pleasure. And because its power is derived from a generous-sized engine instead of a small over-worked high-speed engine, it performs without strain and consequent wear.

## AN ECONOMICAL CAR TO OWN

Low in first cost due to savings effected by One Profit manufacture, which enables Studebaker to offer you a better car at a lower price.

Low operating cost because of the high quality of material and workmanship used in its construction. For several years Studebaker repair parts sales have averaged only \$18.00 per car per year.

## STUDEBAKERS ARE BREAKING IN WHEN OTHERS ARE BREAKING UP

Before you buy a car consult our friends—Studebaker Owners—and ask us for a demonstration on a

# Studebaker

## HONGKONG DELIVERED PRICES.

## ERSKINE SIX

N.A.C.C. Horse Power Rating 18.15		Brake H.P. 43 at 3000 Revolutions.	
Piston Displacement 160.37 Cu. In.		Wheel Base 107 inches. Speed 62 M.P.H.	
Tourer	5 passenger	Nett Weight 2292 lbs.	G\$1,150
Club Sedan	5 passenger	"	2437 .. 1,150
Roadster	4 passenger	"	2297 .. 1,200
Cabriolet	5 passenger	"	2322 .. 1,200
Sedan Royal	5 passenger	"	2537 .. 1,250

All prices include Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

## DIRECTOR SIX

N.A.C.C. Horse Power Rating 27.34		Brake H.P. 70 at 3000 Revolutions.	
Piston Displacement 241.6 Cu. In.		Wheel Base 113 inches. Speed 63 M.P.H.	
Tourer Royal	5 passenger	Nett Weight 3070 lbs.	G\$1,450
Roadster	4 passenger	"	3030 .. 1,500
Tourer Royal	7 passenger	"	3080 .. 1,550
Club Sedan	5 passenger	"	3155 .. 1,600
Sedan Royal	5 passenger	"	3225 .. 1,700

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

## COMMANDER SIX

N.A.C.C. Horse Power Rating 35.04		Brake H.P. 85 at 3000 Revolutions.	
Piston Displacement 353.8 Cu. In.		Wheel Base 120 inches. Speed 72 M.P.H.	
Roadster Regal	4 passenger	Nett Weight 3318 lbs.	G\$1,900
Club Sedan	5 passenger	"	3453 .. 1,950
Cabriolet Regal	4 passenger	"	3498 .. 2,000
Sedan Regal	5 passenger	"	3580 .. 2,000

All Prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

## PRESIDENT EIGHT.

N.A.C.C. Horse Power Rating 36.45		Brake H.P. 100 at 3000 Revolutions.	
Piston Displacement 313 Cu. In.		Wheel Base 131 inches. Speed 80 M.P.H.	
Tourer State	7 passenger	Nett Weight 3760 lbs.	G\$2,500
Sedan State	7 passenger	"	4036 .. 2,650
Burling State	7 passenger	"	4065 .. 2,700
Limousine State	7 passenger	"	4096 .. 2,900

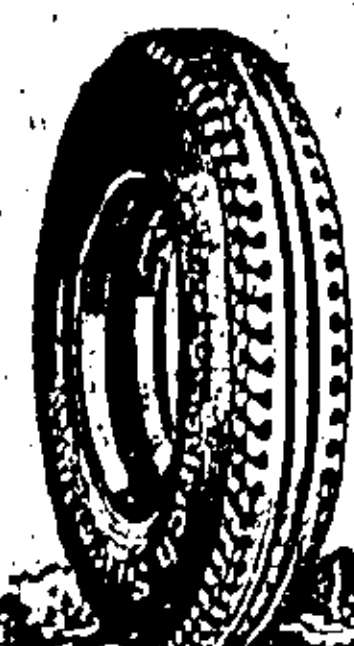
All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tires and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

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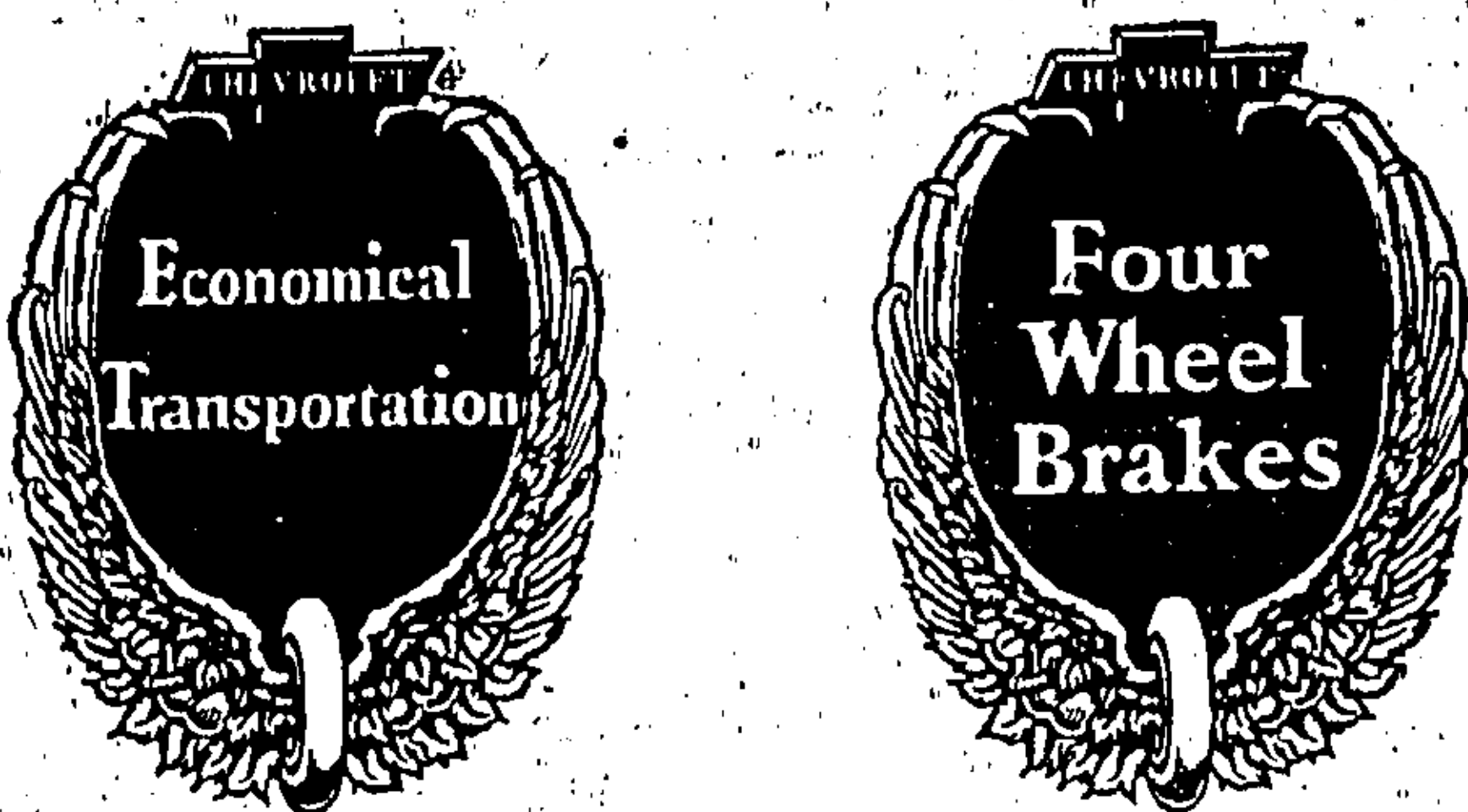
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All sorts of Automotive Accessories also in stock.





## HONGKONG DELIVERED PRICES.

## SERIES A. B. "NATIONAL"

S.A.E. Horse Power Rating 21.7		Brake Horse Power 35 at 2200 Revolutions	
Piston Displacement	170.9 Cu. In.	Wheelbase 107 inches	PACKING
	NETT	F.O.B.	EXTRA
	WEIGHT	FACT	NETT
			DELIVERY
			HONGKONG
* CHASSIS 1 TON	1765 lb.	G\$375	G\$21
* ROADSTER 2 Passenger	2100 "	495	56
* TOURER 5 Passenger	2160 "	495	56
* COACH 5 Passenger	2430 "	585	45
* COUPE 2 Passenger	2305 "	595	45
* CABRIOLET 4 Passenger	2340 "	665	45
* SEDAN 5 Passenger	2505 "	675	45
* LANDAU 5 Passenger	2475 "	715	45
			270
			1020

\* Hongkong Price includes spare rim tire & tube, Right Hand Drive.  
 \* Hongkong Price includes spare rim Tire & Tube, Bumper, bull Horn, Dash Deck Top, Right Hand Drive.  
 \* Hongkong Price includes spare rim Tire & Tube, Bumper, bull Horn, Right Hand Drive.

## SERIES L. O. "CAPITOL"

S.A.E. Horse Power Rating 21.7		Brake Horse Power 35 at 2200 Revolutions	
Piston Displacement	170.9 Cu. In.	Wheelbase 124 inches	
Chassis 1 Ton nett weight	2130 lbs.	G\$495	G\$40
Chassis 1 Ton with Cab weight	2500 lbs.	610	40
			185
			860

## THE HONG KONG HOTEL GARAGE

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## DRIVER'S EYESIGHT.

## Tests in America.

New York, April 16.—The eyes of America's 25,000,000 motorists will be standardized.

This is the project before the Eye Sight Conservation Council of America, with the purpose of harmonizing the existing state regulations governing visual tests for automobile drivers.

The council, announces General Director Guy A. Henry, will assemble data from the requirements of the various states and from these shape standards by which the eyes of the motoring public may be tested with uniformity and fairness.

"Experience," says Henry, "has convinced traffic directors that a visual test should be required of every applicant for a driver's license."

"Hundreds of thousands of automobilists are now examined for defects of vision annually in this country, but without proper relation to a standard scientifically reached and uniformly applied."

"What is wanted is a visual acuity norm for motorists. We must find out where the danger line in motor vision lies."

New York state, it is asserted, is progressively increasing eye-sight requirements and is about to put into force a regulation that every driver must have 50 per cent. of normal vision to obtain a license.

After careful survey made at the wheel of an auto with different fogging lenses it has been discovered in the New York experiments that a person with 50 per cent. vision would be able to see safely and to judge distance while driving. Previously the requirement was two-fifths.

In the District of Columbia, investigation has demonstrated that 50 per cent. is the lowest safe acuity standard because "a 50 per cent. daylight acuity is so reduced by darkness (average lighted streets) or by the presence of rain, snow, etc., on the windshield as to lower the effective acuity to 40.7 per cent. or in the event of a combination of both to 32.9 per cent."

So far as the council can determine, colour blindness is not sufficient to debar a motor vehicle operator. Neither is blindness in one eye, provided that the acuity in the seeing eye and the field of vision are adequate.

## MOTOR ACCIDENTS.

## More Haste Means Less Speed.

## BROOKLANDS FEVER.

As usual, it is suggested that a majority of the road accidents during the recent holiday were due to the presence on highways and by-ways of a fresh draft of relatively inexperienced drivers, and I suppose there is a great deal in that suggestion, says the *Evening News*. But what are we going to do about it? We all have to begin, one must remember, and nobody begins with an intention—with, indeed, any very clear realisation of the likelihood—of getting piled up.

The average newcomer to motoring errs on the side of nervousness. Only a very few novices are careless, dashing sorts of persons, and I think it both illogical and unkind to suggest that the newly-drafted motorist of to-day is any more foolish or irresponsible than was his prototype of, say, a decade since.

It is perfectly true that only a long apprenticeship can make either man or woman a thoroughly dependable driver. To attain the stage at which nothing can daunt or scare one, at which one will instinctively do the right thing when confronted with an emergency, one must have driven very many thousands of miles, under all sorts of conditions. But one has to get about to attain that stage. It is useless to practise in one's own back-yard or some suburban back-water.

## More Safety To-day.

The difference between the condition of our roads to-day and that obtaining ten years ago is merely one of degree. There are more motorists than ever, we can see; but I doubt if there is a higher percentage either of inept or reckless drivers; and the cars and tyres of to-day are so very much more dependable than the odds are on our enjoying a higher standard of safety to-day than ever was enjoyed previously, in proportion, of course, to the enormously increased volume of traffic.

From time to time the wisecracks say that "there is no danger in speed per se." This is true. But it is one of those truths which can prove infernally mischievous if interpreted other than literally.

Speed may not spell danger; but it certainly provokes it, if only because the higher a car's speed is the less time its driver has in which to do the right thing to avert trouble.

On Easter Monday I drove from my home to Brooklands and back, a matter of 20 miles. Each journey occupied half an hour only. But it was one endless succession of hair-breadth escapes.

So very many people seem to get extremely excited by the mere notion of going to Brooklands, and so very many more seem to be positively unbalanced by the fact of having been at Brooklands. Folk who normally drive most considerately and nicely, seem to see red—or yellow, which is just as bad for their visions—whenever they are going to or coming from the track, and twenty times at least in both my outward and homeward jaunts I heard brakes squealing, tyres screeching, and horn-notes whose very sound made clear the fact that they were produced by the highly-fevered use of button or bulb.

## Danger in Speed.

All this excitement, however, affected not only the novices. Over and over again I saw people whose handling of difficult situations revealed complete control letting themselves in for the very predicaments out of which they scraped so cleverly—all because they had, for the moment, forgotten that there are times when most haste makes least speed.

In spite of what the wisecracks say, there is an appalling amount of danger in speed, unless it is indulged in under circumstances favourable to rapid going. The intrinsic pace, so to speak, of a car matters very little. It is the relationship of that pace to the paces of all other vehicles within a hundred yards that will and does import danger. There are disasters created by crawling, certainly, but they are only one in a thousand. The other nine hundred and ninety-nine proceed directly, almost invariably, from going more rapidly than is safe, with due regard to circumstances easily identified, but beyond the control of the individual driver.

## ANGRY PEDESTRIAN MAKES THREAT.

Knoxville, Feb. 25.—This thoughtless running down of innocent pedestrians by motor cars has to stop. And it will stop, if every one does as an irate "Citizen" of this city threatens to do.

In a letter to Safety Director Spence, Mr. "Citizen" says:

"Dear General: If you can't fix it so a person can walk across the streets on Sundays and other days without going into a deep run from being hit by autos, I'm going to sprinkle tacks over Gay street at Church, Clinch, Wall, Union and Commerce.—A Citizen."

## WHERE FOUR JOY-RIDERS DROWNED.



Four persons in a two-passenger coupe; sleet and rain; a joy-ride on a slippery road; death. That is the tragic story of this picture, showing how an automobile plunged into a mill stream near Wilmington, Delaware, and caused the death by drowning of two girls and two youths. The water was only a few feet deep but the car turned on its side and imprisoned those within.

## MOTOR BOAT RACING.

## Major Segrave Takes it Up.

Major O. D. Segrave, the British racing motorist, the first to exceed a speed of 200 m.p.h. on land, is reported to be arranging for the construction of a 40-ft racing motor boat, to compete for the British International Trophy in 1929, for boats of unlimited engine capacity, captured by America after the War.

It may be recalled that the present speed record afloat is just over 80½ m.p.h., which will have to be exceeded by Major Segrave, should this remain unbroken by any competitor during the current year.

It is interesting to note that increasing number of well known British motorists are turning their attention to the possibilities of motor boating, standard types offering a much more congenial form of travel, than that of a car, and racing types, even greater thrills than are obtainable on the racing track, with greater safety.

## Duchess of York's Cup.

1½ litre International Class racing motor craft it will be remembered have competed for the Gold Trophy presented by H.R.H. the Duke of York, since 1924.

Now motor boat racing has received further Royal recognition in the presenting of a cup by H.R.H. the Duchess of York, for "Outboard" motor boats. The race will be organised by the British Motor Boat Club, and will take place on the Welsh Harp, Hendon, in July.

## Motor Craft in Showrooms.

Certain firms of car agents are exhibiting motor craft in the London Showrooms, these being in most cases the products of progressive British firms who are specialising in standardised models, of a type that shall appeal to the everyday motorist, at a price the everyday motorist is prepared to pay.

One of the most attractive displays is to be seen at Arthur Bray's Baker Street Showrooms, opened recently by Viscount Curzon, where one of the Brooke Runabouts is to be seen in a prominent position, by passers-by.

Here recently Major O. D. Segrave, the well known British racing motorist, and Mr. Gordon Selfridge, each placed an order for a 40 m.p.h. standard motor boat, with which it is expected they will race in motor boat events round the coast during the coming season.

## A NEW PACKARD.

## The "Standard Eight."

More than ordinary interest has been shown in the announcement of a new eight cylinder car, made by the Packard Motor Car Company recently. The Packard Standard Eight, as the car is called, has attracted unusual attention because it enters a field among motor car sales classification which had not been occupied before.

Packard executives say it will take care of the thousands of people who want all the performance, beauty, comfort and prestige that has characterised the

Packard Eight, but who do not desire the extra luxuries of a custom built car. The Standard Eight completes the Packard line by providing a car priced between the Packard Six and the Packard Custom Eight. With it Packard now has 53 different models from which to choose.

The Standard Eight has the same powerful chassis that has made the Packard Eight outstanding among motor cars used for travelling the open highways. Standard bodies also have the traditional Packard ideals of comfort, beauty and distinction and standard equipment goes considerably beyond the usual. In addition wire or wood wheels with extra wheels and tyres set in wheels in the front fenders, trunk rack and other de luxe equipment is optional.

A broad selection of standard paint designs is offered on both the open and enclosed cars and appearance of the car is enhanced greatly by a nickel cowl hand and cowl lamps. Enclosed cars are upholstered in fabrics exclusively woven for Packard, and open cars in leather.

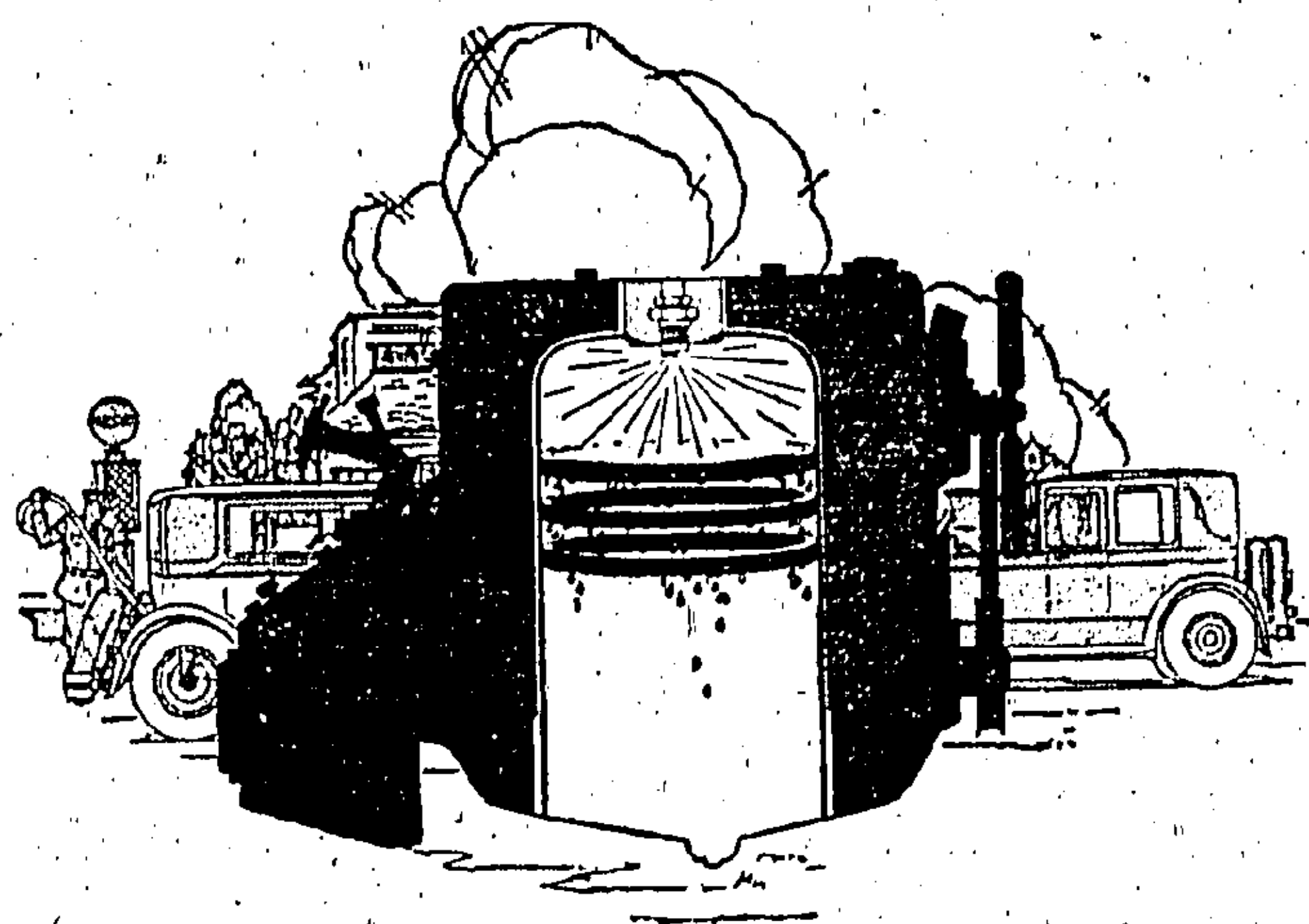
The Packard Eight motor, power plant of the new car, develops 105 horse power on the dynamometer. With its eight cylinders in line it has been called one of the simplest of automobile engines. It has nine main bearings, counter-balanced crankshaft, aluminium alloy pistons, full pressure feed lubricating system and among its other important features it has an auxiliary cylinder lubricating system which supplies oil directly to the piston when the choke is pulled out for starting. As with Packard cars now being manufactured the chassis is automatically lubricated, simply by pulling a plunger located near the steering wheel.

The Standard Eight is being made in nine different body models, including seven passenger touring, four passenger coupe, five passenger club sedan, seven passenger sedan-limousine, four passenger runabout, five passenger phaeton, two passenger coupe and the two passenger convertible coupe. The local agents are The Dragon Motor Car Co., Ltd.

## A REMINDER.



Resting on a permanent foundation of stone is this battered automobile—a warning to tourists on the road to Lima, Peru, from the support of Callao. It was put up by the Rotary Club there. The inscription reads: "He who goes slow goes farther."

Change Oil Every 1,000 Miles  
Reason Number 1—Benzine

Your engine oil after a period of use becomes mixed and diluted with benzine. Proof? Make this experiment. Drive for 500 miles or even less. Then drain off the crankcase oil. Touch a match to the used oil and it will go up in flames—positive proof of its dangerous benzine content.

Your oil becomes mixed with benzine because today's benzine does not burn or evaporate completely. At each stroke of the engine pistons, some of the benzine remains in liquid form. Drop by drop, mile by mile, this raw benzine seeps down past the piston rings

and into your crankcase oil.

Benzine thins out your oil, permits friction, causes wear and loss of power. A motorcar operated with benzine-diluted oil is being blindly and swiftly driven to the scrap heap.

Make sure that the life and power of your motorcar engine is always protected by fresh, undiluted, full-bodied oil. Drain the crankcase oil every 1,000 miles. Refill regularly with Gargoyle Mobiloil. Changing oil repays you many times over in lessened wear, in quieter, more powerful operation.



## VACUUM OIL COMPANY

## Expect Many Tourists.

Officials of Yosemite National Park are expecting a record run of visitors this year. Already, with the season just starting, the attendance is 30 per cent. greater than that of last year.

## Drivers' Tests.

A. A. M. Manson, attorney-general in British Columbia, plans to sponsor a bill requiring each driver to undergo a physician's examination before securing his driver's license.

## A Nation on Wheels.

Figures compiled by travel organizations, motor clubs and other sources indicate that nearly 40,000,000 persons in America will use automobiles during their vacation this year.

## Old Gentleman (engaging a new chauffeur):

"I suppose I can write to your last employer for your character?"  
 Chauffeur: "I'm sorry to say, sir, each of the last two gentlemen I have been with died in my service."



## The Very Idea!

Fulham's new coat-of-arms includes an ancient ship, "in token of Fulham's having the longest river frontage of any borough in London." But other boroughs contrive to strike the nautical note without that excuse. Wandsworth flaunts a Viking ship in memory of the tradition that one of these craft was wrecked in the Wandie; Deptford displays a speilmen product of its dockyard; Greenwich and Stepney also seize the industrial pretext, even Battersea gets a marine touch into her coat-of-arms; a dove with an olive-branch, interpreted by the cynic as a memory of the days when it was an island struggling against an always encroaching Thames.

Jack (in outfitter's shop)—  
"How much are these collars?"  
Assistant—"Two for half-a-crown."  
"How much will one cost?"  
"Eightpence."  
"Then I'll take the other one."

Willesden man: I could not have been drunk because I was out with a staunch teetotaler.  
Derbyshire magistrate: It is no pleasure to see you here. Man: I assure you, sir, it is no pleasure to me to come and see you.

Man at Willesden: A man has been chasing me for two years, and last night he caught me, which started this row.  
Barrister at Shoreditch County Court: I put it to you that your car was doing between thirty-five and forty miles an hour? Man: I wish it could.

Magistrate at Tottenham: Have you any witnesses?  
Woman: I don't want any witnesses—I can speak the truth.

Steelworker's Wife—"Mind that you don't get hurt on that job."  
Steelworker—"Nothing will happen to me. I have borrowed five shillings from the foreman, and he won't let me take any risks now."

Lord Mayor of Liverpool, Miss Margaret Beaven, is having a trying time. At a dinner recently, she said:—"I am alternately described as 'he,' 'she,' and 'it,' but I am getting used to that, and I even recognise myself when I am called 'my lord.'"

The death of Mr. Thomas R. Wilson, of Newcastle, has removed another member of a family of four brothers who made fortunes after beginning life in very humble circumstances.

Mr. Wilson's father was an agricultural labourer at Brampton. The sons entered the building trade. Joseph died in 1926, his will being proved at £474,000. He had speculated largely in property in South London. John Wilson died ten years ago, leaving £111,000. Thomas, who has just died, is reported to have built up a fortune. The other brother, Isaac, who benefited under Joseph's will, lives at Mitcham, Surrey.

Joseph once stated that he and his brothers made their fortunes by hard work, judicious speculation, and application; not by dealings on the Stock Exchange.

The landlady had just engaged a new girl fresh from Ireland. "Do you think you can manage waiting on ten boarders at table, Norah?" she asked, with some misgiving.

"Can't I?" replied Norah. "Faith, an' it'saisy. Me ould mother in Ohelund kept forty pigs an' I fed them all!"

The Avening ecclesiastical case causes a Home writer to wonder why it should be made a cause of complaint against a clergyman that he "frequented ale houses and taverns." "It is the most extraordinary thing," a clerical man once said, "that the only place in which my parishioners think it improper for me to drink a glass of beer is the establishment of a man whom the magistrates have selected to dispense it because they are thoroughly satisfied of the respectability of his character." It might be argued, too, that the frequentation of taverns by clergymen would have two advantages. It would raise the tone of the conversation in these resorts, and it would also give our spiritual pastors an insight into the lay mind.

Because she kept her promise and never married, Miss Bernice McNulty, 55, of Philadelphia, received a quarter of a million fortune the other day. It was left her by William Gibson, 60, a wealthy Pittsburg coal man. When he was 15 and Miss McNulty 10 she promised never to marry any other man. The two were formally engaged all their lives, but agreed never to marry even one another. Some women might think this quarter of a million earned at too high a price!

## HONGKONG ORDERED ARREST.

### AMERICAN FOUND GUILTY IN SHANGHAI.

Walter George Wallace, who claims American citizenship but is not recognized by the United States authorities, was at Shanghai on Saturday last found guilty on charges of fraud by the Provisional Court. Sentence was reserved.

Wallace was arrested by detectives upon his arrival in the port from Hongkong. The Hongkong police had telegraphed instructions for the arrest, and he and his wife were taken into custody as they stepped ashore at the Customs Jetty.

Wallace was charged with defrauding a Hongkong Chinese of several thousand dollars. His wife was charged with receiving part of the proceeds. A considerable amount of ready money was found in her possession when she was arrested. Wallace was held in custody for the time being, but bail was allowed the woman.

Later the charge against Wallace was dropped by the Hongkong complainant, who journeyed from the South to prosecute. The Court was informed by Mr. H. D. Rodger, who appears for the Chinese, that upon Wallace agreeing to settle the claim the case would not be proceeded with. The Court agreed to this, but the police then introduced two other charges of fraud against Wallace. He was charged with obtaining three typewriters from Shanghai dealers by fraud before going to Hongkong.

During the period of remand another Chinese from Canton laid a charge of fraud against Wallace and he was now found guilty. The woman was released.

## SCREW STEAMERS OUT OF DATE.

### FRENCH INVENTOR'S SWEEPING CLAIMS.

Paris, Apr. 23. A strange looking boat was tested recently in Paris, which its inventors, two humble working mechanics, claim will make the screw steamer as obsolete as the latter made the paddle steamer.

The main features of the new boat, which its inventors, MM. Bedel and Petit, call the "hydrovair," are two long rotating cylinders on either side made with worm screws, which grip the water and pull the boat through it in the same way as the ordinary brass screw grips the wood into which it is being twisted.

When an official of the Ministry of Marine was shown the plans of the invention he declared that it would not work, but MM. Bedel and Petit were not discouraged. They bought a worn out motor-car from a friend with a 40 h.p. engine which would only develop 5 h.p. and set to work with hammer and chisel to turn it into the boat of their dreams.

The model thus made travels at 12 miles an hour, but the inventors are convinced that, with a real 40 h.p. motor and a properly constructed body, a speed of 60 miles an hour would be simple.

## AN ARTIST'S EXCESSES.

### BERLIN COURT CONFISCATES WORK BY GROSS.

A noteworthy decision has been arrived at by a Berlin court which has confiscated a portfolio of drawings by the eminent graphic and scenic artist and painter, George Gross, and forbidden further printing of them.

Gross, who is a Communist and a moralist of the type of Hogarth, has been guilty in the past of perpetrating pictures which have shocked even the most broad-minded. His obvious passion for truth and purity found sometimes all too drastic methods of conveying the horrors of the opposite vices to the public mind.

A volume of drawings dealing with Berlin night-life entitled "Ecce Homo" was confiscated before, and since then, with growing fortune and fame, Gross has been accused by his colleagues of becoming more and more bourgeois, with every likelihood of ranking one day as a German Daumier.

But now, in drawings made for the production of "Soldier Schweik," in a portfolio entitled "Background," he has emulated the distressing Russian fashion of attacking all that is most dear to those who uphold the Catholic religion, and his libels on the priesthood were rejected by the theatre for which they were intended.

It is a step in the right direction that Republican Germany will not countenance the same excesses as Russian Communists so often exhibit in Berlin.

## LANE, CRAWFORD MEETING.

### INCREASED TURNOVER REPORTED.

### HOPES FOR IMPROVEMENT IN TRADE.

### ENTERPRISE MANIFEST

An appreciable increase in turnover was reported by Mr. T. G. Weal, presiding at the annual meeting of shareholders of Lane, Crawford, Ltd., at noon to-day. In spite of this, however, the loss on the year was larger than for the previous period, but this was largely due to the fact that a full year's rental of the present premises was included in the accounts, as against six months of the previous year.

It was further stated that the Directors and Management had carefully gone into the question of effecting economies, but commitments made an immediate reduction in expenses very difficult.

Improvements noted were the extensions of the cafe and the opening of a branch for the sale of groceries, bread, cake, etc., in Kowloon. Regret was expressed at the retirement of Mr. F. M. Crawford and the impending retirement of Mr. R. L. Bridger.

The Chairman was supported by Mr. M. Manuk (Director) and Mr. R. L. Bridger (Managing Director).

### Chairman's Speech.

In the course of his speech, the Chairman said:—"Early this year, as you will remember, the issued capital of the Company was reduced by \$500,000 and the necessary order of the Court obtained prior to the close of the financial year, thus enabling us to give effect to this reduction in the accounts now before you. The loss for the year under review, after allowing for bad and doubtful debts and depreciation, is \$77,516.62, which, added to the balance of loss for the previous year, viz. \$52,464.86, makes a total debit in profit and Loss Account of \$129,981.48. It is proposed to eliminate this loss by a transfer from Reserve Account, leaving the latter with a balance of \$40,029.03.

Depreciation on property, plant, etc., in the sum of \$28,432.50 is considered ample and the allowance for bad debts, i.e. \$10,876.42, is larger than usual, partly owing to the unexpected bankruptcy of one of our old and valued clients. Sundry Debtors appearing in the balance sheet at \$177,745.38 are, in the opinion of your Directors, all sound, while investments appear at a value that compares favourably with market quotations. Stocks as valued by the Management have been depreciated where called for. Since the close of the year, the mortgage of \$80,000 has been repaid in full.

### Economies Studied.

Although there has been an appreciable increase in our turnover, it is to be regretted that the loss for the year is some \$15,000 larger than in the preceding accounting period. This is largely due to the fact that the accounts now before you reflect a full year's rental of our present premises, which were only occupied for six months during the preceding financial year. Your Directors, in conjunction with the Management, have gone very fully into the question of effecting economies and, although a considerable saving has already been effected, you will realise that your Directors are faced with commitments which make an immediate reduction in expenses very difficult.

The general improvement in trading conditions is reflected in our increased turnover, but the volume of business with residents in the interior of China and the Coast Ports is slow in returning to normal, owing to the extremely unsettled state of the country. It is to be hoped that the improvement in trade will be maintained, as it is only by an increased turnover that we can hope to cover the large overhead that is essential in efficiently running a business of this nature.

### Many Improvements.

During the year, the Cafe has once more been extended by the addition of a commodious and comfortable lounge which is being fully appreciated by the public and proving of great value for private receptions and entertainments. To cater for the increasing demand we have recently opened a branch in Kowloon for the sale of groceries, bread, cakes, etc., in conjunction with our friends, the Dairy Farm Ice and Cold Storage Co., Ltd., and our grocery department in the main store, as well as our bakery department, now opens at six o'clock in

## BACK FROM WORLD CRUISE.

### CUSTOMS HOUSE LIKE AN EASTERN MARKET.

Southampton, Apr. 22. Parrots, monkeys, canaries, ukuleles, chips of stone from the Great Wall of China, bottles of holy water from the Ganges, Japanese kimonos, moonstones from Ceylon, mandarins' hats, and ten tied up in picturesque bundles were among the problems that confronted the customs officers here this afternoon when the C.P.R. liner Empress of Australia returned after a six months' cruise round the world. The Empress of Australia was the liner to which the Prince of Wales and the Prime Minister sailed to Canada last July.

In spite of the fact that some of the parrots had been trained to answer "No" when the Customs official asked the question, "Have you anything to declare?" hundreds of pounds must have been collected during this afternoon.

Twelve engagements and no divorces were reported by the ship's purser. Passengers enjoyed the greatest diversity of weather, ranging from a snowstorm in Naples to brilliant sunshine in Egypt.

### 5,000 Cigars.

This is the first time that a round the world cruise has started and ended at a British port, and enormous consignments of food had to be stowed away in the ship when she left Southampton last year. One hundred and twelve goods, 370 crates of apples, 65,000 bottles of beer, five thousand cigars, and 34,000 pounds of sugar are among the stores consumed since the vessel sailed.

The route was via New York to Gibraltar, Algiers, Monaco, Port Said, Bombay, Colombo, Batavia, Singapore, Manila, Hongkong, Shanghai, Yokohama, San Francisco and thence back to England.

Christmas Day was spent in the Holy Land and New York's Eve in Cairo. Miss Helen Bourne, one of the passengers, operated the lever elevating the Empress of Australia from the Pacific to the Miraflores Lake, a height of 54 feet, while passing through the Panama Canal.

"It has been one of the most wonderful trips I have ever made," said the captain, Commander Latta. "Weather conditions were wonderful and we did not once meet a rough sea."

The Customs House resembled an Eastern market this afternoon when all the spoils of the journey were examined. The problems of the silk duties caused much anxious deliberation, and many curious were left behind by passengers unwilling to pay the duties. A ukulele was among the deserted spoils.

The first engagement on board was made public eight weeks after the vessel had left England, and the other eleven followed in quick succession.

## THE DEFENCE CORPS.

### PROMOTIONS FOR OFFICERS GAZETTED.

The Gazette notifies that His Excellency the Officer Administering the Government has made the following promotions in the Hongkong Volunteer Defence Corps, with effect from 15th May: Captain S. J. Jordain, M.C., to be Major.

Lieutenant E. J. R. Mitchell, to be Captain. His Excellency the Officer Administering the Government has approved of the promotion of Lieutenant A. M. Thornhill to the rank of Captain in the Defence Corps.

It is further notified that His Excellency the Officer Administering the Government has appointed the following gentlemen to serve on the Advisory Committee of the Defence Corps:—The Hon. Mr. C. G. S. Mackie, the Hon. Mr. B. D. F. Beith, and Mr. N. S. Brown.

the morning to afford better service to our customers.

Our furniture department has been extended to include an Oriental department and our agencies for the motor trade are being developed on a more practical basis with full repair and service facilities.

In connexion with the new entrance, the ground floor of the store has been re-arranged to better suit the convenience of customers. We trust these additions and improvements will be appreciated and obtain the fullest possible support of the public.

It is with regret that I have to record the retirement of Mr. F. M. Crawford and the pending retirement of Mr. R. L. Bridger, both for many years partners of Lane, Crawford and Co., and Managing Directors of this Company since its flotation.

## THE LATE MR. P. W. GOLDRING.

### TRIBUTES IN SHANGHAI COURTS.

His Honour, Judge King, in H. M. Supreme Court, at Shanghai on Monday last, before proceeding with the business for the day made reference to the community's loss through the death of Mr. P. W. Goldring, Assistant Prosecuting Solicitor of the Shanghai Municipal Council. His Lordship said:—

"It is with regret that I heard last night of the death of my friend, P. W. Goldring. His death was a very sad one. I had seen him two or three days previous, and he then appeared to be in the best of health. I had known Mr. Goldring for several years, first as a practitioner of this Court, and later, when the Council made a very necessary change and Mr. Goldring was appointed second legal adviser to Mr. Maitland, Prosecuting Solicitor of the Shanghai Municipal Council. This appointment was made owing to the large amount of work which arose in the Provisional Court. I always found him a very pleasant companion. He did a lot of reading, and it was always a pleasure to converse with him. Mr. Goldring was a very likeable character, and I believe he had very few enemies. In his younger days he was a very good sportsman, and while at Oxford only just missed getting his blue. I believe that he only just missed securing a place in the English representative Rugby team, and that he was also a good cricketer. His sudden death is not only regretted by his friends but by the whole of Shanghai, and the deepest sympathy is to be extended to his relatives."

### Energy and Fairness.

In the Shanghai Provisional Court, Judge Liang Lone and Mr. C. E. Whitmore, Senior Consul's Deputy, also made reference to the late Mr. Goldring.

Insp. Mason said that Mr. Goldring was to have appeared in an armed robbery case.

The Judge said that he knew Mr. Goldring well as Assistant Prosecuting Solicitor and as acting Prosecuting Solicitor during the absence of Mr. E. T. Maitland. Mr. Goldring was a man of high ability and during the period that he had appeared in the Shanghai Provisional Court he had always shown a considerable amount of energy and fairness in connexion with the cases in which he prosecuted. The Court desired to extend, on the occasion of his death, their sincere condolences to Mrs. Goldring and the members of deceased's family.

On behalf of the Senior Consul's Deputies, Mr. Whitmore said that he wished to concur with all that the learned Judge had said.

## FORMER HONGKONG RESIDENT.

### LEAVES OVER £27,000 IN ENGLAND.

Mr. H. E. Tomkins, formerly of Hongkong, who previously resided at "Tamarion," Woking, and who died on December 19th, 1927, at "The Grange," Guildford, Surrey, merchant, left Hongkong Estates to the value of £87,900. Net English estate amounts to £27,705 7s. 2d.

Everything is bequeathed to his wife, Mrs. M. E. Innes Tomkins.

## HOW MUCH DO YOU KNOW?

### TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express.

Answers, for those who need them, will be found on Page 18 of this issue.

1. What experiment is regarded as sending telegrams is being made by the engineering department of the G.P.O.?
2. Between what countries has a correspondence been taking place on the subject of a treaty to renounce war?
3. Where and what is Sakkarat? What has been taking place there?
4. How wide, approximately, is the mouth of the Amazon?
5. Where in England are legal documents sent to be stamped?
6. What famous person is fiction married the mother of his first love?
7. Name the men in ancient history who have given a word to the language expressing: (a) Abolition of slavery; (b) subversion to another's tastes; (c) irritation caused by something, just out of reach.
8. Which of the Tribes of Israel was left-handed?
9. What is langue d'oïl?
10. Give the normal beat of an infant's pulse.
11. Who was Merlin? In what legendary story does he appear?
12. What nations, before the war, constituted the Triple Entente?



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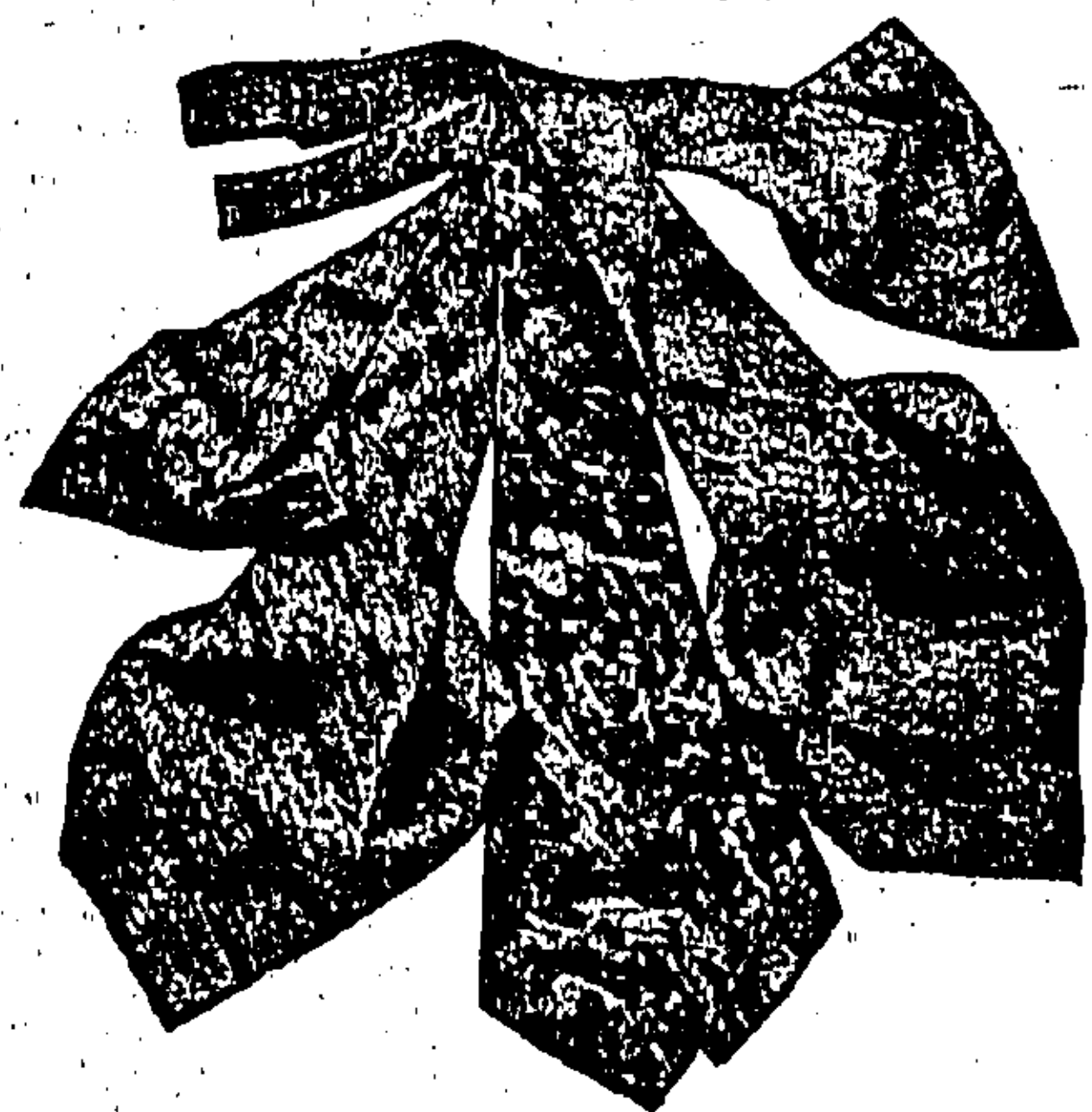
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9087—MERCENARY MARY...	Vocal Gems
9072—NO, NO, NANETTE...	Vocal Gems
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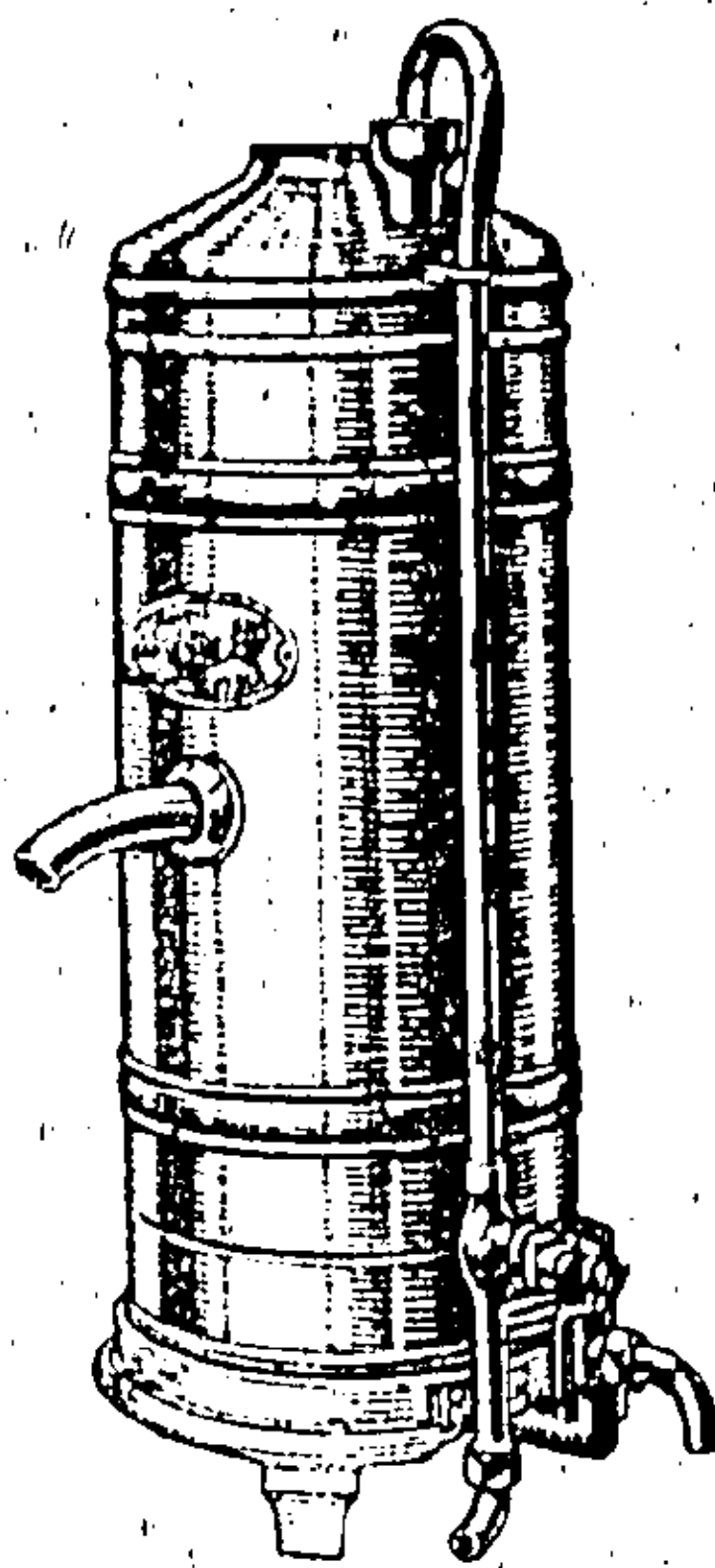
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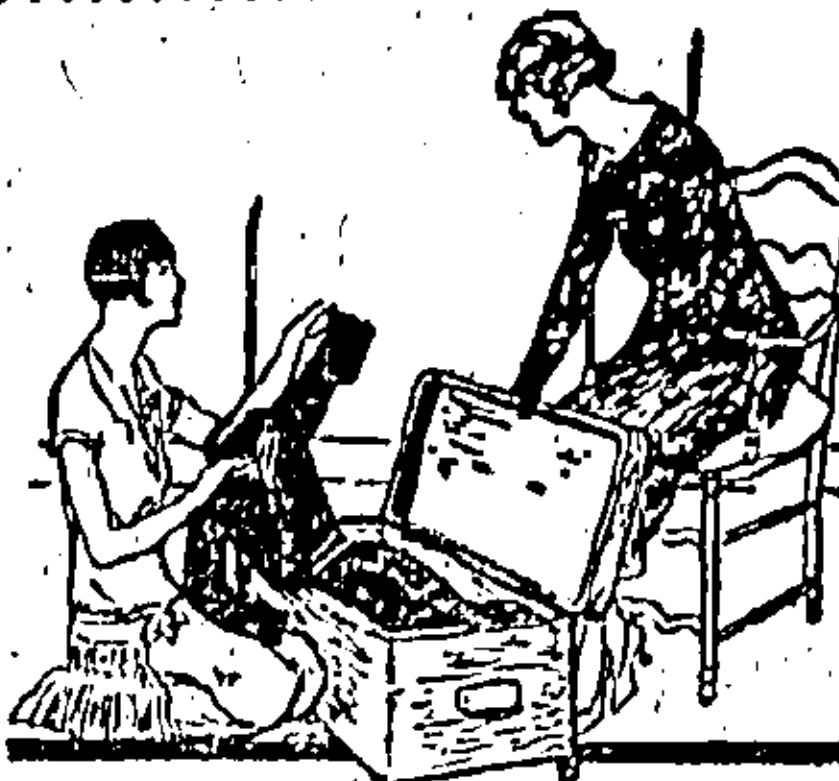
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RAIN INTERFERES  
WITH CRICKET.

(Continued from Page 1.)

cribed as Root's match, for not only did the famous "leg-theory" bowler take seven Kent wickets in the first innings, but he shared in a partnership with Gibbons in the second Worcester innings which saved his side from almost certain defeat.

Root hit a century, while Gibbons in contributing 140 made his best score of his first class career.

Kent won on the first innings, the scores being:

Kent: 290. Worcester: 88 and 408.

Although badly punished at certain periods in Kent's first innings, Root took 7 wickets for 125 runs.

Worcester collapsed on a pitch which gave the bowlers every assistance and could make no more than 88. Wright took 5 wickets for 28 runs.

Following on, a much brighter display was seen, Gibbons and the Root in partnership, trouncing the Kent bowling. Root made 107 and Gibbons, 140.

## ESSEX ESCAPE.

Rain Averts Defeat.

Essex, dismissed in their first innings for 82, escaped defeat by Leicesters as the result of the interference of rain.

The scores were:

Essex: 82 and 228. Leicester: 181.

The best individual performance was that of O'Connor who took seven Leicester wickets for 52 runs.

## FIRST CENTURIAN.

Small Claims West Indies Honour.

J. A. Small has the honour of being the first centurion for the West Indies in their English tour. He made it against Oxford University, in the second innings of a game which was drawn in favour of the West Indies.

The scores were:

West Indies: 324 and 313 (for 6 wickets). Oxford U.: 264.

Small contributed 105 to the second innings total of the tourists team.

## NOTTS SURPRISED.

Hammond Defies the Bowling.

Hammond continues in great form and although Notts opened with a score of 429, Gloucester passed that total with a wicket in hand, and claimed points for a lead on the first innings.

The Notts' innings was conspicuous for a century by Larwood, the England Test bowler.

The scores were:

Notts: 429. Gloucester: 446 (for 9 wickets).

For Notts, Larwood scored 101 (not out), while for Gloucester Hammond contributed 118 (not out).

## NO MATCH.

Not Sufficient Play.

Glamorgan failed to complete an innings in response to Surrey's total of 245, and as less than six hours of play was possible, the match does not count in the championship.

Glamorgan had compiled 134 (for three wickets) when rain prevented further play.

## LANCASHIRE LAPSE.

Big Match Marred by Rain.

It was a pity that a "needle" match like that between Middlesex and Lancashire should be marred by rain. Middlesex gained points for a lead on the first innings, but there is no means of determining what would have happened had further play been possible.

Lancashire were dismissed in their first innings for 156, and in response, Middlesex had compiled 80 runs for the loss of five wickets when rain interfered. No play was possible on the third day.

## DERBY DO WELL.

Sussex May Thank Weather.

No play was possible between Sussex and Derbyshire to-day though Derby had put themselves in a good position on the first two days' play.

Derby gained points for a lead of the first innings, the scores being:

Sussex: 113 and 228. Derbyshire: 159 and 19 (for 0 wickets).—*Reuter.*

A valuable milk cow had to be slaughtered in a bank which it entered at Doncaster.

Injured in a lift crash at the Grand Hotel buildings, Charing-cross, W. C. Walter Godwin has died in Charing Cross Hospital.

A "CROYDON" FOR  
ROME.

MUSSOLINI INAUGURATES A  
NEW AIRPORT.

Rome, April 22.  
Rome yesterday celebrated jointly the holiday of the festival of work and the birthday of Rome. Ancient arrases and historic banners were hung out at the Capitol, and windows, balconies and roofs in the city were gay with thousands of tricolours.

One of the most interesting features of the day was the inauguration of the new lictorial airport by Signor Mussolini. It is hoped to make this commercial aerodrome by the side of the River Tiber the Croydon of Rome and the centre of air communications for Southern Europe. The airport has an hotel and Custom house.

Aviation was again represented at yesterday's ceremonies by the opening of two new air lines, namely, one from Rome to Sardinia and another from Brindisi to Valona, in Albania. De Pinedo acted as pilot in one of the planes making the first Sardinian flight.

The celebration also included a picturesque ceremony at which a wreath of laurel was laid on the "ara" of Julius Caesar in the Forum. The inscription on the wreath read, "To the founder of the first Roman Empire from Italy's volunteers."

Circus Maximus Work Begun.  
In the morning, Secretary Turati addressed sixty-four thousand Fascists, representing in various syndical organisations, in the Piazza Popolo. Signor Mascagni conducted a concert at which hundreds of massed bandmen rendered a tribute at the shrine of the Unknown Soldier.

A new park was opened, called the Colle Oppio, and the excavations at the Circus Maximus were also inaugurated. New rooms for the Etruscan Museum at Valle Giulia were opened. In the afternoon a procession of flower-decked motor-cars with allegorical figures passed along the Corso under a rain of flowers from windows and balconies.

## TO-DAY'S FILMS.

"SORRELL AND SON" AT THE  
QUEEN'S.

The big screen version of Warwick Depping's famous novel, "Sorrell and Son," is being screened at the Queen's Theatre for the last time to-day. The story is enacted by a sterling cast including such well known players as H. B. Warner, Anna Q. Nilsson, Alice Joyce, Nils Asther and Norman Trevor. "Sorrell and Son" was directed by Herbert Brenon, who made "Beau Geste" and "Peter Pan."

## World Theatre.

"Diplomacy," an excellent picture dealing with secret service methods, which will be shown for the last time to-day at the 5.15 and 9.20 performances in the World Theatre, offers suspense and mystery as well as an appealing love story. Blanche Sweet, Neil Hamilton and Matt Moore are the chief players. At 2.30 and 7.15 the Chinese drama "Lok Young Bridge" will be shown.

## Star Theatre.

Another picture well worth seeing is "The Heart of Salome," which will have its final screenings at the Star Theatre to-day. "The Heart of Salome" is an absorbing story of a financier's spy, a part played by Alma Rubens. A thrilling sword duel provides the climax.

Holmes Herbert, Barry Norton, Robert Agnew and Walter Dugan appear in support of Miss Rubens.

## THE STALLS.

A STUDY OF MOODS AND  
HABITS.

[By Edgar Wallace.]

"The stalls," said the manager gravely, "are Out of Town."

I agreed. That was a curious phenomenon that was witnessed in every theatre in London in the week preceding and a few days following Easter Monday. The stalls had accepted an invitation to stay with dear old George or Aunt Charlotte; or they had a date at Le Touquet; or they were loafing down in the South of France, working out systems in the morning and writing out cheques in the afternoon; or they were in Scotland, or maybe no farther than Berkshire. But they weren't in town.

The clubs were more or less deserted. Queer people were riding in the Row. Of the fifty peers I invited to witness the "shooting" of the House of Lords in a film of mine, thirty-nine were out of town. It was the close season for stalls.

## The People Who Matter.

On the other hand, the dress circle was staying in town over the holiday. I think they must still have been recovering from their winter sports. The upper circle was not tremendously interested in Easter; they found it rather a bore to have all the shops closed from Friday to Tuesday; whilst the pit and the gallery, the loyalists of all theatre-goers, refused to allow a little thing like Easter to interfere with their duties.

It is rather a pity that the stalls do not come to town, on one day, in an special train, to give us an opportunity of meeting them at the station, with banners suitably inscribed and brass bands playing. Authors and actors and managers, or actors and managers, and authors, as the case may be, could go down in shiny silk hats; and Sir Alfred Butt, or Sir Walter Gibbon, or Sir Walter de Frece could read them an address of welcome; and we would have thousands of chorugirls, dimly attired, throwing property roses in their path.

Thank heaven, the stalls are anchored here, until Lido yearnings send them southwards with trunkloads of pink and puce pyjamas.

Generally speaking, the stalls do not hunt, and the lure of the Shires leaves every plush-covered stall occupied. And they don't shoot; the leaping salmon and the rising mayfly do not so much as appear under the heading of "Remarks" on the daily return.

The stalls are not the idle rich—I am perfectly sure they work very hard for their living. It may be in offices looking at tapes that come ticking from glass-domed machines, or in offices where nothing more exciting happens than an occasional raid on the stampbook by the office boy, or in board-rooms, where everybody yawns when the secretary reads the minutes of the last meeting, or in showrooms where expensive motor-cars are sold at enormous profit—anyway, they work. Even Mr. Henry Ford would admit they worked. Even Lord Beaverbrook, who doesn't like the Stock Exchange to close on Saturday, would admit it. And in the evenings they have a pleasant little dinner, or else go home and dine with their wives, and at the right moment their cars draw up before the door and they are whisked into their proper sphere and become things of beauty to every theatrical manager.

## The Play's Pacers.

"The stalls are full to-day," says every theatrical manager to every assistant theatrical manager; and they both rub their hands and smile to see them back.

SPARTAN COLOURED  
RACES.

EXAMPLES OF REMARKABLE  
"ENDURANCE."

The coloured races, according to Dr. E. F. Hoare, of Salford, in the "British Medical Journal," make good surgical but bad medical cases. "My first experience out East," he writes, "was when a 'nigger' fell down an empty ship's hold and landed on his back across the propeller shaft casing. Taken out as dead, he was placed under a gangway out of the sun. In a few moments he recovered, had a drink of water and half an onion, and after two hours' sleep was back at work again.

"Later on I saw native Egyptians operated on for stone in the bladder without an anaesthetic. After the dressings were applied they rolled off the table and kissed the operator's hand.

"In the war, with Indians and Chinese, the converse was illustrated: a very mild attack of dysentery or beri-beri killed them at once on no adequate medical grounds. Yet an Arab child with a torn-open thigh appeared almost indifferent to its injuries, and made an uninterrupted recovery."

happily, and peep through curtain-covered doors at long lines of speckless white shirt-fronts. Then it is that the author steals through the iron pass door on to the stage, and whispers to the leading man standing in the wings: "The stalls are on to-night." And the leading man nods gravely. The occasion is too solemn for words.

I love the enthusiasm of the gallery and the polite approval of the pit, but it is, or are, the stalls which give, or give, the pace to all plays. "They're very difficult to-night," gasps Bobbie Howes, trying to recover his breath after a strenuous dance.

"They're wonderful to-night," says Dorothy Dickson.

Sometimes the stalls are electric; they anticipate every laugh, their enthusiasm flows across the footlights in an invisible stream, and lights in an invisible stream, and goes to the actors' heads like wine. Another night they will be very glum, and have to be coaxed and stirred into amusement. Then flings their challenge to the people on the stage, and whether that challenge is accepted or not depends entirely upon the calibre of the company.

Sometimes they bring their troubles to the theatre and spend the whole evening sorting them out. You can almost hear them saying: "How am I going to meet that bill to-morrow? ... I wonder if dentist really do hurt?"

Another night they are heirs to a million pounds; have had a private note from the Prime Minister asking them if they really would object to a knighthood or whether they would rather have a baronetcy. Any author could write a play for them that night. A theatre cat, making an accidental appearance on the stage, would set them rocking with laughter.

The gallery has no moods; the pit is stabilised intelligence; the upper circle are out to enjoy themselves; the dress circle are conscious that they have paid for their seats, and are sure they are going to be amused. The stalls aren't so sure; they fear the worst, and their value as an audience is regulated by the time it takes to remove from their minds the suspicion that they've been had. Still, the stalls are the stalls, and we're very glad to see them back.

## SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

## Banks.

Hongkong Bank, \$1885 b.  
Chartered Bank, \$213 b.  
Mercantile A. & B., \$334 n.  
P. and O., \$94 n.  
East Asia, \$75 n.

## Insurance.

Canton Ins., \$620 s. X Div.  
Union Ins., \$3424 b.  
North China, Ins., Tls. 140 n.  
Yangtze Ins., \$50 b.  
China Underwriters, \$24 b.  
China Firs, \$220 b.  
H. K. Fire Ins., \$750 n.

## Shipping.

Douglases, \$40 s.  
H. K. Steamboats, \$284 b.  
H. K. Tugs, \$24 s.  
Indo-China, (Def.) \$78 b.  
Shell Trans., \$90/- n.  
Union Waterboats, \$204 b.

## Mining.

Bonguets, \$1. n.  
Kailans, 60/- b.  
Lampkats, Tls. \$12.20 b.  
S'hai Exploration, Tls. 2.80 b.  
Raubs, \$4 n.  
Tronohs, 17/6 b.

## Docks, etc.

Kowloon Wharves, \$1304 b.  
Whampoa Docks, \$41 s.  
China Providents, \$5.50 s.  
Hongkongs, Tls. 160 b.  
New Engineering, Tls. 5 b.  
Shanghai Docks, Tls. 110 b.

## Cottons.

Ewo Cottons, Tls. 8.75 b.  
Orientals, Tls. 2.20 s.  
S'hai Cottons, Tls. 55 (old) s.  
Lands, Hotels, etc.  
H. and S. Hotels, \$8.40 b.  
H. K. Lands, \$64 s.  
S'hai Lands, Tls. 144 b.  
Humphreys, \$143 n.  
Realities, \$8.25 b.  
Territorials, \$1 n.

## Public Utilities.

Tramways, \$244 s.  
Peak Trams, (old) \$134 b.  
Star Ferries, \$644 n.  
China Lights, (Old) \$11.40 s.  
H'kong Electric, \$694 s.  
Macao Electric, \$264 b.  
Telephones \$4.70 n.  
China Buses, Tls. 74 n.  
Singapore Tractions, 9.9 ss.

## Industrials.

China Sugars, \$34 n.  
Malabons, \$244 n.  
Canton Teas, \$4 n.  
Coments (Comb) \$9 s.  
Ropes (Old) \$74 s.  
United Asbestos \$10 n.

## Stores &amp;c.

Dairy Farms, \$224 n.  
Watsons, \$14 n.  
Dur A. Wing, 50 n.  
Lane Crawford, \$3.75 n.  
Mackintosh, \$20 X. Div n.  
Sincoras, \$91 X. Div n.  
Wm. Powells, \$3 n.

## Miscellaneous.

Amusements, \$29 s.  
Constructions, \$14 n.  
B'quo Ind. G. Bonds, 62% b.  
H. K. G. Loan, 5%

James Drumm, who claimed to be 109 and whose eyesight and hearing were excellent, has died at Enniskillen, Fermanagh.

## U. S. ALL-ASIATIC FLEET BASEBALLERS.



The baseball team of the U. S. Asiatic Fleet in Shanghai playing a series with the Fourth Marines in preparation for the big Charity Game which was played on the Pioneer Field on April 28. Seated with the team is Admiral Mark L. Bristol. The players are, front row: Horton s., Worthington 3b., Venable c., Teeter p., Van Ingen, James; middle row: Langley p., Rader cf., Admiral Mark L. Bristol, Lt. Swofford, coach, Blevins p., Reynolds; back row: Griffith lf., Shaw rf., Seaton p., Toochio p., Harro 1b., McCarthy, statistician, Nealon ss., Robertson 2b.



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### THE HO HONG BANK.

#### ANNUAL MEETING IN SINGAPORE.

Speaking at the 11th annual general meeting of the Ho Hong Bank, in Singapore, the Chairman (Mr. Lim Peng-sang) said:—Last year was the first full year since the establishment of our Shanghai office and despite the troubles in China the results of the working of this branch during the period were satisfactory. Reconstruction of our Muar office premises and extensive repairs and renovation of our Hongkong office premises accounted for an increase of slightly over \$100,000 in "Bank Premises." Owing to repairs, our Hongkong office premises, with the exception of one section on the ground floor occupied by the Bank, were not available for occupation throughout last year. This also affected our profits, for not only was no revenue earned, but on the contrary expenditure had to be incurred.

At the previous general meeting you were informed that we were shortly going to establish a branch at Sourabaya. Soon after this signs were not wanting that the immediate prospects of business were not very encouraging and your directors, therefore, decided to wait for the threatening clouds to pass over before entering into this new field. As time went on things became worse and worse, and, as you may know, towards the latter part of the year, conditions became so bad that several big failures resulted therefrom. You would see, therefore, that the directors were not ill-advised, in postponing the establishment of the proposed branch. The purchase of the premises for our contemplated branch in Sourabaya has, however, since been completed and as soon as business conditions warrant our going there we shall lose no time in doing so.

The Chairman moved that a dividend of 10 per cent. on the paid up capital of the Bank be declared in respect of the year ending December 31, 1927. The motion was seconded by Mr. Cheok Cheng Kee and carried unanimously.

On the motion of Mr. See Boon Th, seconded by Dr. H. T. Wee, it was resolved to vote the sum of \$10,000 as directors' fees.

Mr. See Boon Th proposed, and Mr. Tan Siew Inn seconded, that the retiring directors be re-elected, viz.—Mr. Lim Boon Kong, O.B.E., Messrs. Chee Swee Cheng, Lim Pong Mau and Tan Swee Hoe. This was carried unanimously.

Messrs. Ewart and Co., the retiring auditors were re-elected auditors for the current year.

Mr. H. A. Coward has been appointed resident surveyor at Hampton Court Palace, in succession to Mr. A. Preedy, who has retired.

There are 494 undefended suits to be heard in the Divorce Division next term, more than 100 fewer than the average for the term in the past three years.

### UPWARD TREND OF TRADE.

#### INCREASE IN MARCH FIGURES.

#### IMPORTS OF MOTORS.

British exports in March totalled \$84,958,123, as compared with \$57,236,148 in the previous month, and \$62,114,146 in March of last year.

Imports last month amounted to \$110,510,866, against \$98,843,374 in February, and \$113,500,021 in March, 1927.

These figures provide further evidence of recovery. There was an expansion in both imports and exports as compared with February, and of much more in the case of exports than is attributable to the greater number of working days in March.

The turnover for the month was no less than \$186,700,000 as compared with \$167,700,000 in February and \$186,400,000 in March of last year.

In the corresponding month of 1927, too, imports were still being affected by the purchases from abroad necessitated by the disastrous coal stoppage of 1926. Imports of manufactured iron and steel goods and other articles affected by the high price of fuel were still on a large scale, so that the falling off in imports is a satisfactory movement.

It is reflected in a reduction in what is known as the adverse trade balance, namely, the excess of imports over exports, from \$40,600,000 in March, 1927, to \$34,800,000 for the month just closed.

#### Raw Materials.

The fall in the imports, it is satisfactory to see, has occurred mainly under the head of manufactured articles, owing to the consideration just mentioned.

Imports of iron and steel goods were \$1,430,000 lower, manufactured oils were \$528,000 lower, largely on account of lower prices, and imports, of vehicles, locomotives and ships were reduced by \$630,000. The reduction is attributable, in part, to smaller imports of motor-cars, but, in the main, to a substantial reduction in the imports of motor-car tyres, though the comparison here is affected by the fact that since April 12, 1927, motor-car tyres fitted to imported vehicles have been included under the head of vehicles.

This makes the falling off in the imports of foreign motor vehicles much greater than would appear from the figures.

As regards imports of raw materials, the arrivals of wool have been much heavier. Cotton showed little change in value, but the quantity was much less owing to the higher price, while imports of rubber were valued at about \$1,000,000 less owing to lower prices, the fall in the quantity being relatively small.

#### Improvement in Exports.

The revival in the export trade as compared with March of last year is really even better as regards British manufactures than the figures would suggest. While the total of British exports rose by \$2,840,000, the rise in exports of manufactured articles was no less than \$4,360,000, the exports of raw materials having declined substantially by reason of the reduction in the value of coal exports, where there was a shrinkage of \$1,200,000 in value, due, in part, it is true, to a reduction in the volume of the exports.

Of the export trades which showed greatest expansion, machinery accounted for an increase of \$678,000. Vehicles, which include locomotives, ships, and aircraft, rose by no less than \$1,180,000, due to substantially larger sales of new ships for foreign buyers—an indication of revival in the shipbuilding industry.

Exports of motor-cars and parts showed a reduction of \$350,000, but the motor-cycle trade provided an increase of \$160,000. All the textile trades showed an improvement, cotton goods rising by \$709,000, woollen manufactures by \$537,000, and other textiles by \$375,000.

The value of re-exports rose by nearly \$500,000, which sufficiently answers those who have been prone to suggest that recent tendencies have been towards reducing this country's importance as a depot for the distribution of imported goods.

Re-exports of wool went up by \$580,000, and of rubber by no less than \$532,000, the latter movement being particularly interesting, as the details indicate a large movement of rubber from this country to the United States, France, Italy, and Germany also took substantially larger quantities of rubber.

The body of Mrs. Gertrude Florence May Bolehin, aged 36, of Newtown-road, Hove, was found on the railway at Holland-road Hove, recently.

A man found dead at the foot of Beachy Head has been identified as Mr. W. P. Blandford, aged 40, a Bayswater traveller.

## MAKING HIM GROW



BABY can sit up now on his own and when he smiles you can distinctly see those two teeth which mother thinks are two wonders of the world. You would never suppose, if you picked him up and felt how solid he is, that there were quite a lot of dreadful weeks when he was pale and pinched and peaky. It was "Lactogen" and nothing else which made the change.

"Lactogen" makes a change in a delicate child sometimes after the very first feed. The reason for this is that the child is at last being given something which he can digest. And "Lactogen" is the essence of milk. It is prepared from the milk of picked cows when this milk is new and warm and creamy. If you are in any doubt about baby's food, try "Lactogen." Don't delay another day—try "Lactogen".

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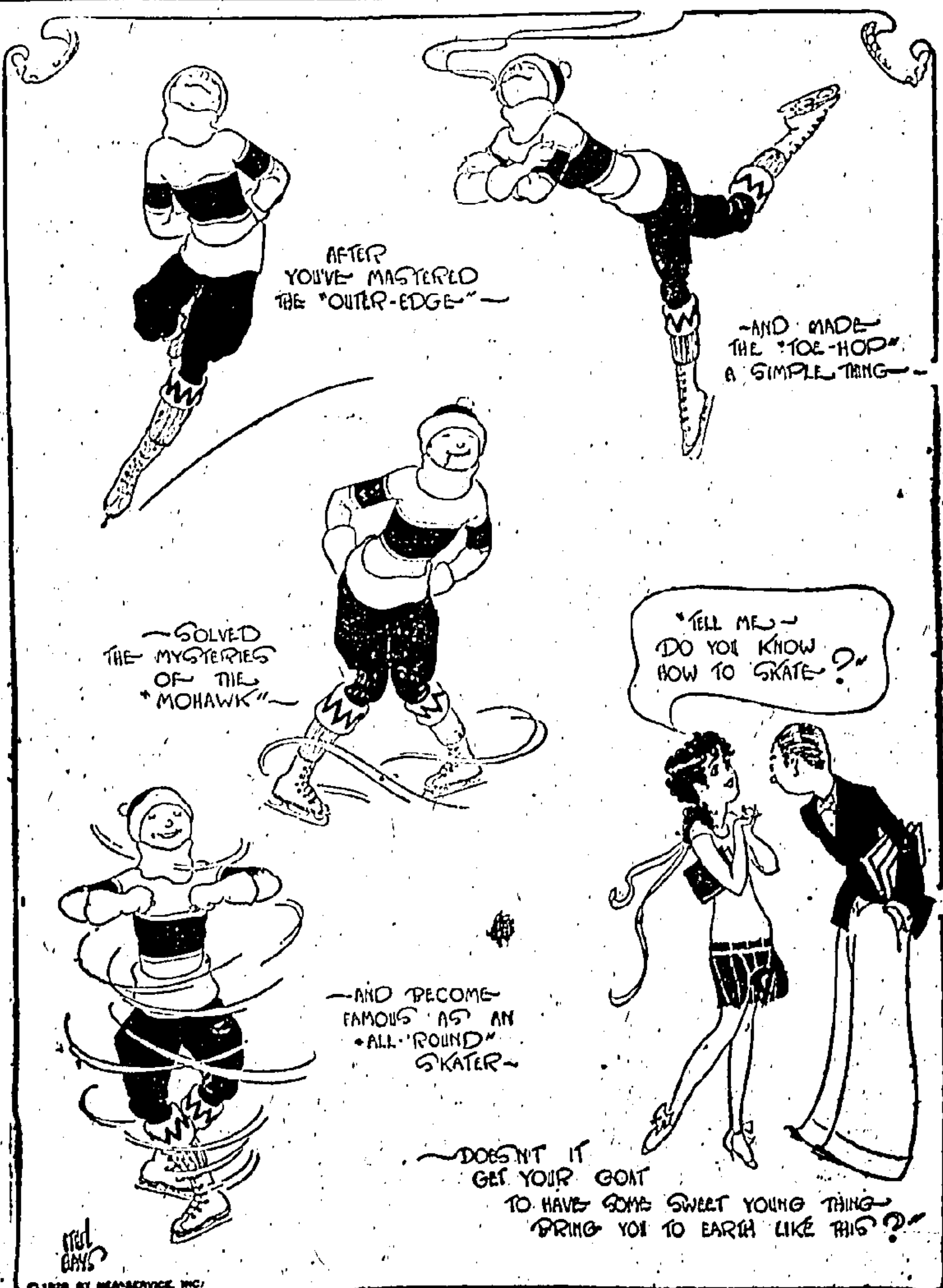
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KOWLOON

At the end of four and a half day's threshing of old corn stacks on a Yorkshire farm at Willerby 972 rats were killed. The terriers accounted for 861 on the last day.

Of the 219,000 members of the Amalgamated Engineering Union, 13,224 were unemployed last month.

THE NEW FRENCH REMEDY.  
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No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. SOLD EVERYWHERE. PRICE IN HONGKONG: 1/6. Laidlaw & Co., Ltd., 11, Robinson Road. SEE TRADE MARKER WORD "THERAPION" IN OR WRIT. GOVT. STAMP APPLIED TO GENUINE PACKETS.

### GOV.-GENERAL WOOD'S WIDOW.

#### PROPOSED PENSION OF \$5,000 YEARLY.

Washington, May 11. Without a record vote, the Senate to-day passed a bill granting a pension of \$5,000 a year to Mrs. Louise P. Wood, widow of the late General Leonard Wood of Manila. The measure now goes to the House. The annuity would replace the small pension Mrs. Wood now receives from the War Department.

As a recognition of services which General Wood rendered to Cuba after the Spanish-American War, that country has awarded Mrs. Wood an annuity of \$6,000.

### MYSTERY FIRES IN A LONDON HOUSE.

#### POLICE GUARD AT NIGHT.

What might be described as 'the mystery of Manchester-square' has succeeded not only in annoying the Hon. Richard Bethell, his wife and their household, but also in keeping Scotland Yard awake of nights without bringing a solution appreciably nearer.

For several days at the end of last month outbreaks of fire have occurred in the carpets, window curtains, sofas, and rugs of No. 12, Manchester-square, W.

On April 18th, Mr. Bethell found that a valuable Persian rug had been badly burned, and it was thought that a piece of burning coal had blown from the grate. The incident had been almost forgotten when, a few days later, smoke was seen issuing from the silk window curtains in the drawing-room. The prompt action of the butler prevented a serious fire. An electric stove which normally stood in the middle of the room had, it was found, been placed underneath the curtains and switched on.

The servants were questioned, but no explanation was forthcoming, and on one was found to be possessed of a poltergeist capable of causing coals to leap on to carpets or electric stoves to ambulo across the floor of a room.

Coals on a Sofa.

The following afternoon, while Mr. and Mrs. Bethell and some

### "DON GIOVANNI" IN MODERN DRESS.

#### AN AUSTRIAN EXPERIMENT IN PARIS.

At the May festival in Paris, under the leadership of Gemler, a cycle of Mozart's operas was performed by Austrian artists, with Bruno Walter as conductor and Professor Reinhardt as stage manager, the scenery being produced by Professors Oskar Strnad and Eugen Steinhoff.

An entirely modern version of "Don Giovanni" was given. In an interview Strnad declared that since Mozart does not mention any definite date or time in his opera, there could be no objection to its modernisation. The figure of "Don Giovanni" will be an eternal problem at all times, and therefore he may and ought to appear and ought to dress in modern style.

For instance, during the "cham-pagne air," Leporello will assist his master in getting into his evening-dress; and at the end Don Giovanni will sit at the table in a smoking jacket. With regard to the ladies they may be modern in the magnificence of their toilets, if otherwise somewhat fantastic, showing their arms, backs, and legs.

This new version of "Don Giovanni" may be performed by the Vienna State Opera as well.

guests were at luncheon, the room was filled with the odour of smouldering cloth. It was found that lighted coals had been thrown on to a sofa in Mr. Bethell's smoking-room and a cushion placed on top of them.

The police were called in immediately but, although a detective-inspector and a constable spent the night in the house, the mystery remains unsolved.

The damage to articles of furniture is estimated at £100. Some of Mrs. Bethell's friends have suggested that the fires are the work of spirits, but Scotland Yard hopes to find a more material origin.

"The whole thing is most mysterious," Mrs. Bethell said. "We are satisfied that carelessness on the part of any servant is not the cause."

The Hon. Richard Bethell is the heir of Lord Westbury. He was present, as Mr. Howard Carter's secretary, at the discovery of the tomb of Tutankhamen.

### WATCHING THE AMERICAN TROOP SPORTS IN SHANGHAI.



A few of the spectators who followed with interest the sporting events in the Mounted Gymkhana held by the American Troop at the Champ de Courses Francais, Shanghai, recently.

### WELCOME INTERLUDE DURING SHANGHAI MILITARY SPORTS.



A glimpse of the marquees and tea tables which were well patronized at the Army Sports held on the Public Recreation Ground Shanghai last week.

# DOLLAR DAY

EVERY DAY

NEXT WEEK

AT

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WORLDLANE, CRAWFORD'S  
JUST  
RECEIVED  
NEW HATS

## OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, April, 5.

I hope you are going to like this particularly useful and becoming lace model. Black lace is now used most successfully for smart day gowns. The model sketched below is of black lace, but looks equally effective in beige or any other colour.

Pictured also below is a beautiful "rest gown," which may be made in various combination of colours.

Vanity Street.

Next we have a cap for evening wear fashioned of silver metal Valenciennes, pearl studded, and looking extremely attractive. At the moment so many women are compromising on the subject of *coiffure* and allowing their hair to grow about two inches at the nape, which two inches they train into little cluster curls, giving an effect of a "dressed" head without the possibility of anything getting out of place—unless, of course, the curls came unput, and this positively must not be. These little nape curls are very attractive, especially where the hair has not grown too beautifully at the nape; also, these considerations apart, they are distinctly pretty on all but the severe type of woman. I have, however, strayed somewhat from my original point, which is—that this is the kind of headpiece to wear while you are waiting for the additional two inches to grow, because, as you can see, all stray ends can be tucked away. Even though you may not be making experiments, theatre caps are very popular at the moment, just by way of a change; but I do not recommend them permanently, because I am informed on the best authority that the less our shingle is covered the brighter it will be.

Is That So?

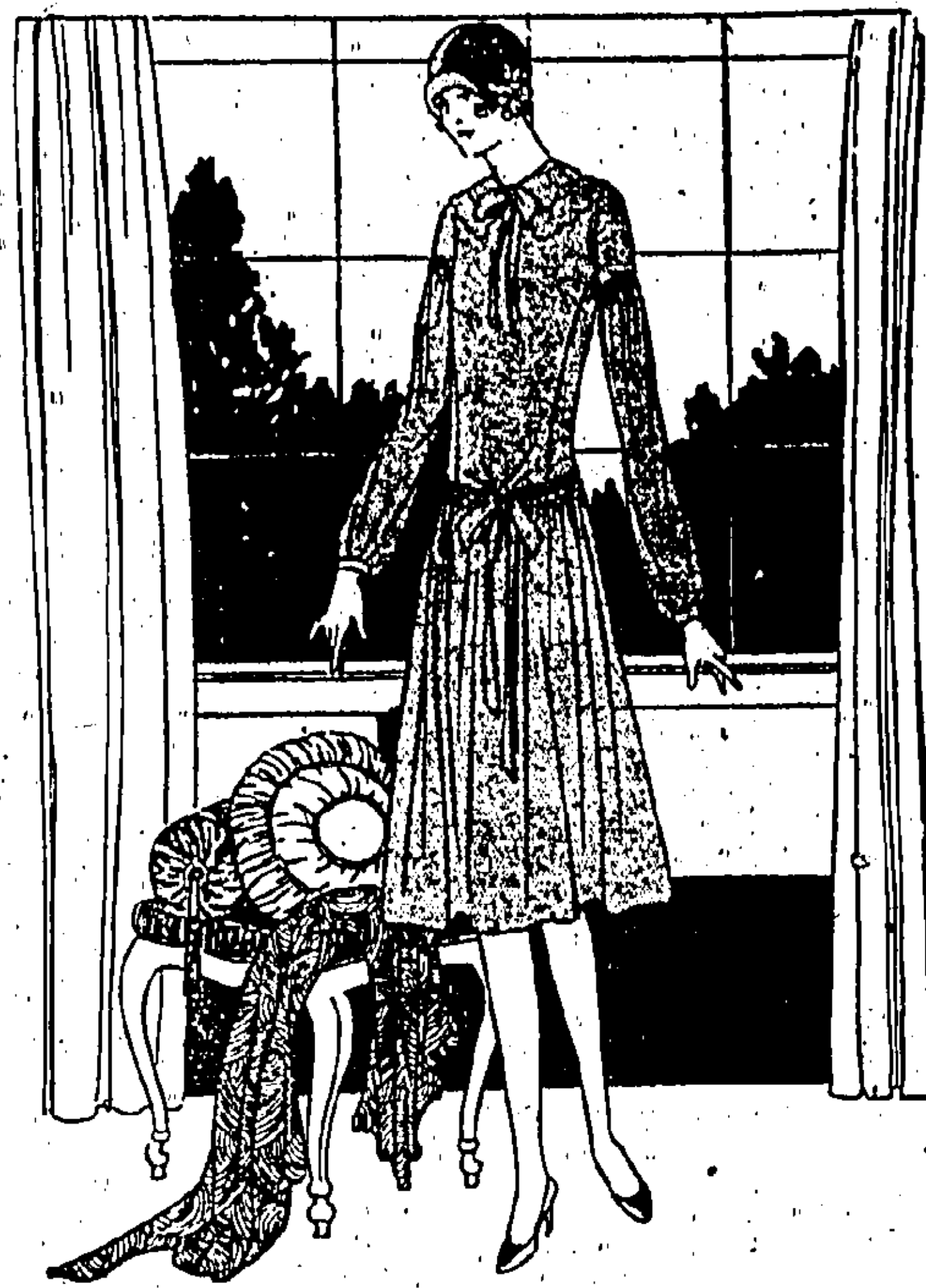
Our picture this week is of that wonderful old lady and ardent feminist, Lady Frances Balfour. In the old "Votes for Women" days she was on the side of peaceful penetration, I believe; in fact I am practically certain that she was not with the extremists who tied themselves to railings, but she was none the less firm in her convictions for all that. She is a past-President of the National Council of Women, and I had a chat with her last year during a Conference, and of course we got round to the only possible subject. I asked her what particu-



lar questions she thought the average woman voter was interested in, and she said: "Housing conditions, undoubtedly; also equal pay for equal work—and I have never been able to understand why the latter should be a question at all, equal pay being the obvious and only possible thing." I also got her to talk about the position of married women workers, and she said that she failed to see why a career for a woman should be considered irconcilable with marriage. "A brilliant woman can make a success of both," she said, "while the other kind can make a failure of either. It is a matter dependent entirely upon the individual." You will

have seen that Lady Frances had something to say about the hospitals which recently banned women students; and something very pertinent. She is a little old lady, very gracious and vivacious, and a delightful dog who could not be induced to budge and inch from her side shared our tea with us in her Kensington house.

In these days when there seems to be a mania for bringing everything down to statistics, *vide* popular articles in the Press—"Do Women Eat More Chewing Gum Than Men?" and so on, *ad nauseam* (a paradox, by the way, just as we are on the point of equal franchise!)—I was relieved to find that the Earl of Cottenham, in his book on motoring, entitled "Motor Without Fears" (Methuen), does not religiously set aside half of it to simplify things for our sex. It is true he has one chapter called "The Woman Driver," but this is more by way of a concession to the conventional mode of attacking any subject than an actual distinction. In this chapter he talks about "Concentration" and "Deliberation," and asks us not to talk at the wheel if it is likely to impair our driving; but that's only common sense for both sexes. When Lord Cottenham, who is a well-known racing motorist, married Miss Venetia Taylor, the list of Very Eligible Society Bachelors was depleted—seriously depleted; because it would be impossible to imagine a more devastating combination than youth, a title, a cheery disposition and the sporting spirit which leads a man to be prepared to break his neck and a record simultaneously. I must not, however, give you the impression that Lord Cottenham is only out for speed. On the contrary, he advocates care and courtesy on the road in such touching terms that some of his axioms ought to be framed and hung up



Here is one of the newest "quaint little frocks," as they are called. It is developed in Quaker grey georgette, with double scalloped collar of ivory georgette.

## PASTEL SHADES.

SOME IDEAS FROM A  
PARISIAN PLAY.

A little play, "L'Ecole des Gigoles," at Albert Premier Theatre, Paris, has brought out some bright new styles in dress. There is a beige crepe satin dress which shows the spiral way of using flounces. On a slim foundation a flounce is loosely gathered and set round the hem to mount on the right side from the back, and, diminishing in width, is carried up the skirt across the chest to the left shoulder, where it is finished off with a bow and long ends. Some dance dresses are trimmed with old-world "smocking."

Then there is the charming dance dress in pale green chiffon printed white. It has a full skirt with a scalloped hem, a bloused bodice, a cape from the shoulders behind, long, tight sleeves and a pointed open neck. The popular printed chiffon dress has never been interpreted better.

## Pett Little Coat.

We come then to *moire*, the material which all dressmakers are using so much. In this case the dress is in pastel, blue *moire*, with a square cut neck, shoulder pieces, no sleeves, a bodice which almost fits, and a very full skirt, closely gathered into a draped waist belt. The skirt dips behind, and has a big swirl of the material bunched into big loops on the left hip, set towards the back rather than to the front.

In red kasha there is the pett little bolero coat, with pockets and piped seams, which is worn with a plisse skirt, a white blouse and a little black hat with a red wing.

## Spirit Of Youth.

In the same youthful spirit is a little mauve georgette dress with a skirt of godets scalloped round the edge, a cape at the back, and a rounded open front, long sleeves, a little sash of the material tied in front, and a hat in violet straw trimmed with mauve.

The charm of all the new dresses for summer wear lies in a sweet womanliness in the draperies and in the many dainty trimmings with which they are fitted.

The little lingerie collar and cuffs, the flower made of the same material as the dress, the bow on the shoulder, the fluttering little cape down the back, the long tie to the neck of a collarless bolero coat, the handkerchief carelessly draped about hips or shoulders. With such a little thing a good effect is reached. The temptation is to reply too much on trimmings and thus to overdo them.

## Topazes Are Popular.

Topazes are much in demand at present. Their unprecedented vogue is attributed partly to the success of the new beige and brown tones costumes and partly to the many uses the gems may be put. As pendants, for example, they are shown with fine engravings. They are also strung together to form long chains, with each stone mounted separately. In short necklaces and "chokers" they are seen in many festive effects.

## MILLINERY.

FOR THE SUMMER.

The most stylish straw for summer hats will be Milan straw in all shades. The brims will be made wider, and trimming will be more plentiful than hitherto. Most of the big houses show the latter to be flat, closely applied on to the hat. Cut out flowers of silk, applications of designs in contrasting colours and materials—these are among the most popular models.

A new hat seen is made with cut designs on it. Along the top there are six entirely different sections, each representing a flower.

The diamond brooch, which has been so popular an ornament on the "vagabond" hat, has had a long reign, but if the bonnet-shape is accepted by fashionable women the brooch will be merely a matter of time.

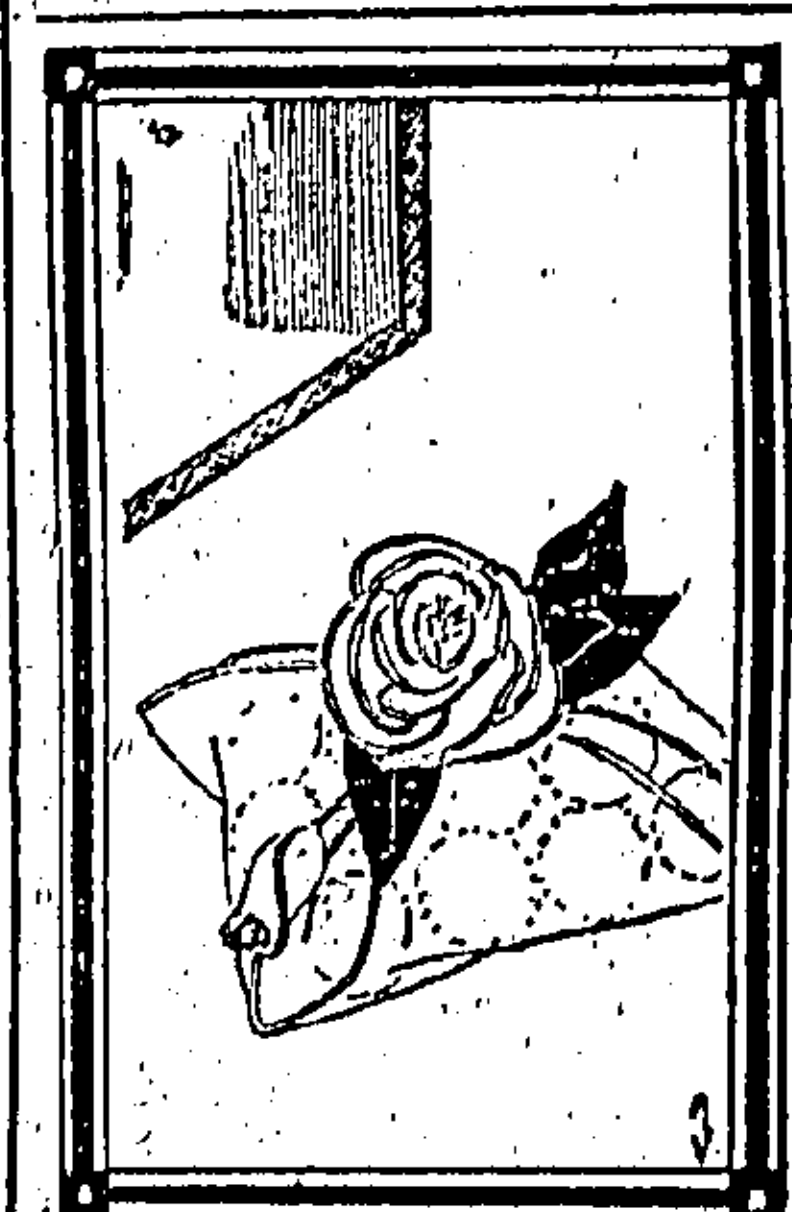
For, although the severity of the "vagabond" required this last touch of chic, there is no place for it on the bonnet that needs rather the soft droop of a feather to lighten its charm—and that of the wearer.

What can be more delightful than to see the delicately tinted prongs from the plumage of some exotic bird softly touching the smooth curves of a woman's cheek, as though they knew their own beauty, and would add it to hers?

## THIS WEEK'S RECIPE.

APPLE HEDGEHOG.

Required: 6 apples, 3oz. sugar, rind of half a lemon, white of 1 egg, sweet almonds.  
Peel and core the apples, leaving 3 of them whole, and cooking the others in a syrup till reduced to a pulp. Place 1oz. of sugar, half a cup of water, and grated lemon rind in a pan and bring to the boil. Then put in the whole apples, simmering them gently till tender and turning them from time to time. When done, arrange the whole apples in a dish and place the pulp around them. Beat the white of the egg to a stiff froth, lightly stir in 1oz. of sugar and spread over the apple. Dredge more sugar over the top and decorate with almonds. Place in a moderate oven to set and lightly brown.



Pastel organdie makes a dainty powder puff container for the guest room.

## INTERESTING NOTES. NEW EVENING FROCKS.

FASHION'S NEW WAYS.

IN GREAT VARIETY.

Amusing things are done with tucks, which are such a fashionable trimming for both day and evening gowns. A geranium red evening frock had broad crossway tucks which merged at the back into cascade draperies falling from just above the waist line to the hem of the skirt.

Spotted net is smart. Grey spotted net over matching silk formed the plain bodice of an evening dress which had a long full skirt made of tiny net frills.

A day frock had a white top and a navy skirt and was worn with a navy coat. The collar and waist line were both differently "sloped," and the white collar was worn outside the navy coat.

The very plain coat of chiffon is an attractive novelty for summer days. A two-piece of patterned chiffon, showing red and white on a black ground, had a perfectly plain coat, perfectly cut, of course.



Sea-green crepe de chine and lace are combined in one of the newest and most restful of "rest-gowns".

*Moire* evening gowns, and even- ings gowns in painted chiffon, the design being finely embroidered to give the effect of lace, and pictured frocks of embroidered tulle were prominent among the many beautiful evening gowns included in a London collection.

Blue *moire*, a deep bright blue, was combined with red velvet to fashion one lovely gown of slim cut. Chains of rubies crossed the shoulders at the back and matching jewellery was worn.

Pink, mauve and green posies in beads were embroidered on a powder blue crepe de Chine frock, which had a deep border at the hem of mauve and pink patterning and a mauve waist-belt.

Shot aquamarine and mauve tulle was used for a picture frock embroidered with mauve and silver beads, and finished with a tulle sash tied in one of the huge bows that are now so fashionable.

## Dainty Picture Frock.

An old gold picture frock, in tissue, with panner effect, had ruchings of matching tulle just above the hem which was of gold embroidery. The bodice was of an inverted V design at the back, a deep point coming between the shoulder blades. The skirt was quite long. Placed here and there among the ruchings were roses in pastel shades of blue and pink.

Multi-coloured tissue in fine patternings made a slender frock which was worn with a long chiffon coat, stitched with gold, and bordered to match the frock.

Blue and silver butterflies were worked on a frock of black chiffon. Scarlet, green and net formed a sash, tied in an enormous bow, for an apricot tissue frock which was embroidered with beads of the same bright colours.

Natural-looking cowslips and a bright blue true-love's knot hung from the waist of a yellow crepe de Chine frock.

Mauve and green chiffon flowers decorated a yellow and cyclamen frock.

A rather narrow black *moire* sash with a short bow was placed at the natural waist-line of a coral frock trimmed on the skirt with shaped frills.

## New Buckles.

Side buckles so designed that they require no prong are an attractive novelty. There is no risk of tearing the stockings, yet the little contrivance is so adequate that there is no fear that the shoe will come unfastened.

## PAINTED BOTTLES.

A LITTLE SKILL NEEDED.

Painted bottles may be genuine antiques, examples of the decorative taste of early Victorianism, or very up-to-date indeed.

Everything we use or set up for ornament nowadays is, necessarily, elaborately decorated and disguised. Perfume flacons, lotion bottles, jars for bath salts, and such, are not only of cut-glass, they are covered with handpainted designs which make them objects of amusing quaintness, or, on the other hand, suggest the startlingly modern trend of art.



An extremely attractive cap for evening wear fashioned in metal Valenciennes, studded with pearls.

Real Venetian scent-bottles are lovely things of delicate painted designs in colours and gold. A little artistry and skill with a paint brush should enable one to reproduce much the same effect on ordinary glass-stoppered bottles, with lines of gilt and quaint little sprigs or wreaths outlined in oil paint.

Perfume bottles of a plain square or oval shape are often given a design of growing leaves and spring flowers in natural colouring in a formal row round the base. The taller green spikes stretch some way up the bottle.

Black paint alone always looks strikingly effective, and strange whorls and lines of black, deftly executed, introduce the particularly "modern" note sometimes referred to as "futurist."

## ATTRACTIVE ROOMS.

THE CHARM OF CANDLES.

Do you want a room to look its very best? Light it with candles. Do you want to see your period room as it ought to be? See it by candle-light. But even if rooms are modern, and lights perfectly shaded and becoming, it is worth while trying the effect of candles—as a decoration.

They are to be had in all shapes and every colour. Place a pair of vivid orange candles in oak candlesticks on the dining-room mantelshelf, and enjoy the effect. Perhaps the drawing-room is in the latest mode of black and scarlet and silver. Then tall black candles in silver sticks will give it a quaint charm.

If the carpet, lamp-shades, and cushions are of rose, you may have rose candles too, or if the room be neutral in tone, try vivid jade or scarlet in brightly-painted wooden candlesticks.

## Class Candlesticks.

Iridescent glass of every hue is a modern innovation which has crept into the realm of candlesticks, and gold or silver opalescent glass is most accommodating. For the Chinese room, what could be better than quaint candles in dragon or Mikado designs in old ivory colour picked out with gold or silver to match the candlesticks? Bedrooms call for dainty gilded or china candlesticks, although the ultra-modern room welcomes those lacquered in brilliant hues.

As a rule, pink, pale green, yellow, or willow-pattern candlesticks placed at either side of the dressing-table mirror will be found quite suitable. Sometimes the candle bears an old-fashioned spray of flowers to match the wallpaper or hangings, but the tapering self-coloured type is equally effective unless perhaps in an old-English bedroom.

## When Flowers and Scarce.

To the housewife, candles come as a great saving when flowers are scarce and expensive. A mere handful of flowers may be used to advantage if flanked by a pair of candlesticks complete with candles. Picture a dark oak table with a low green bowl of daffodils or primroses as centrepiece, and on either side, pale green candles in brass sticks. Perhaps you prefer the universally-liked pink-and-silver scheme? Then have pink candles to match the tulips and silver candlesticks to match the bowl. Should you desire something more

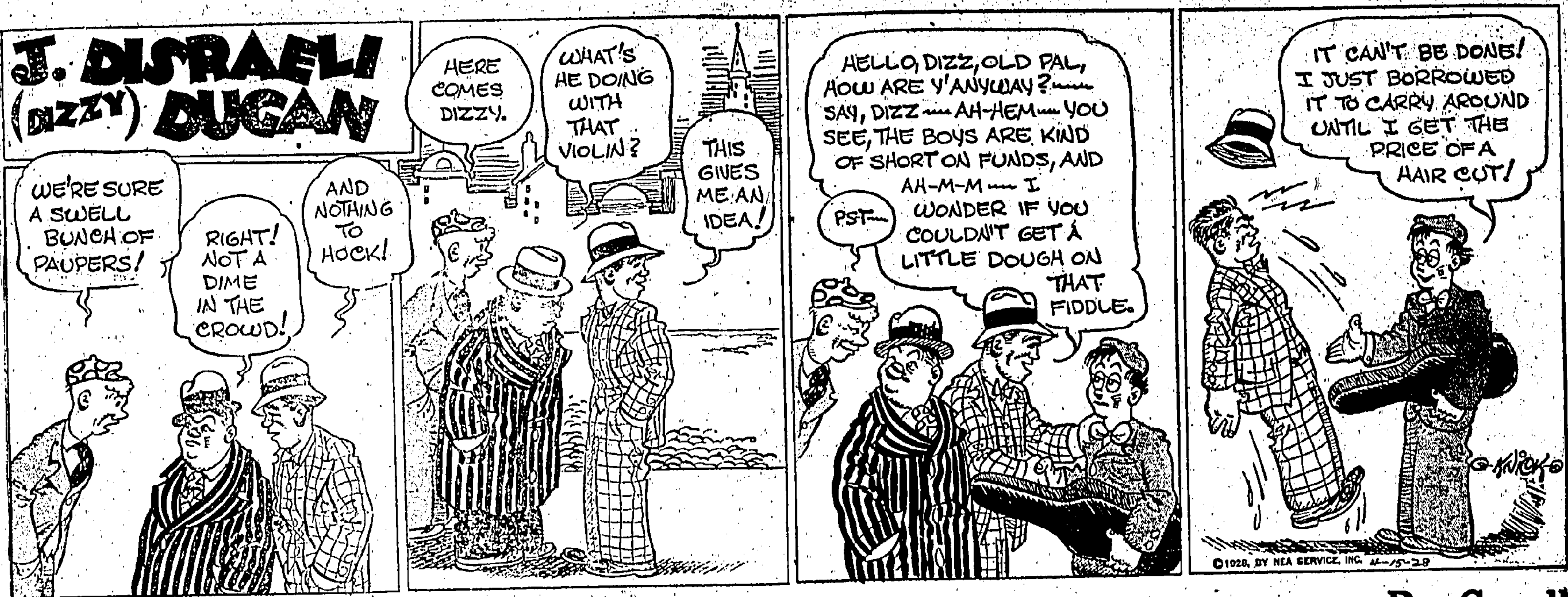


The black lace model sketched is cut with a jabot effect on both bodice and skirt, the cascades of lace being held by diamond ornaments. Narrow black ribbon velvet outlines neck and waist.

striking, fill a copper or brass pot with bright yellow or flame-coloured flowers, or, better still, use a bowl of fruit—including oranges—and orange candles in brass sticks. To complete this scheme, light the candles, using no shades. The useless little trifles of former years are quite unnecessary now, and it is safer to have the flame uncovered.

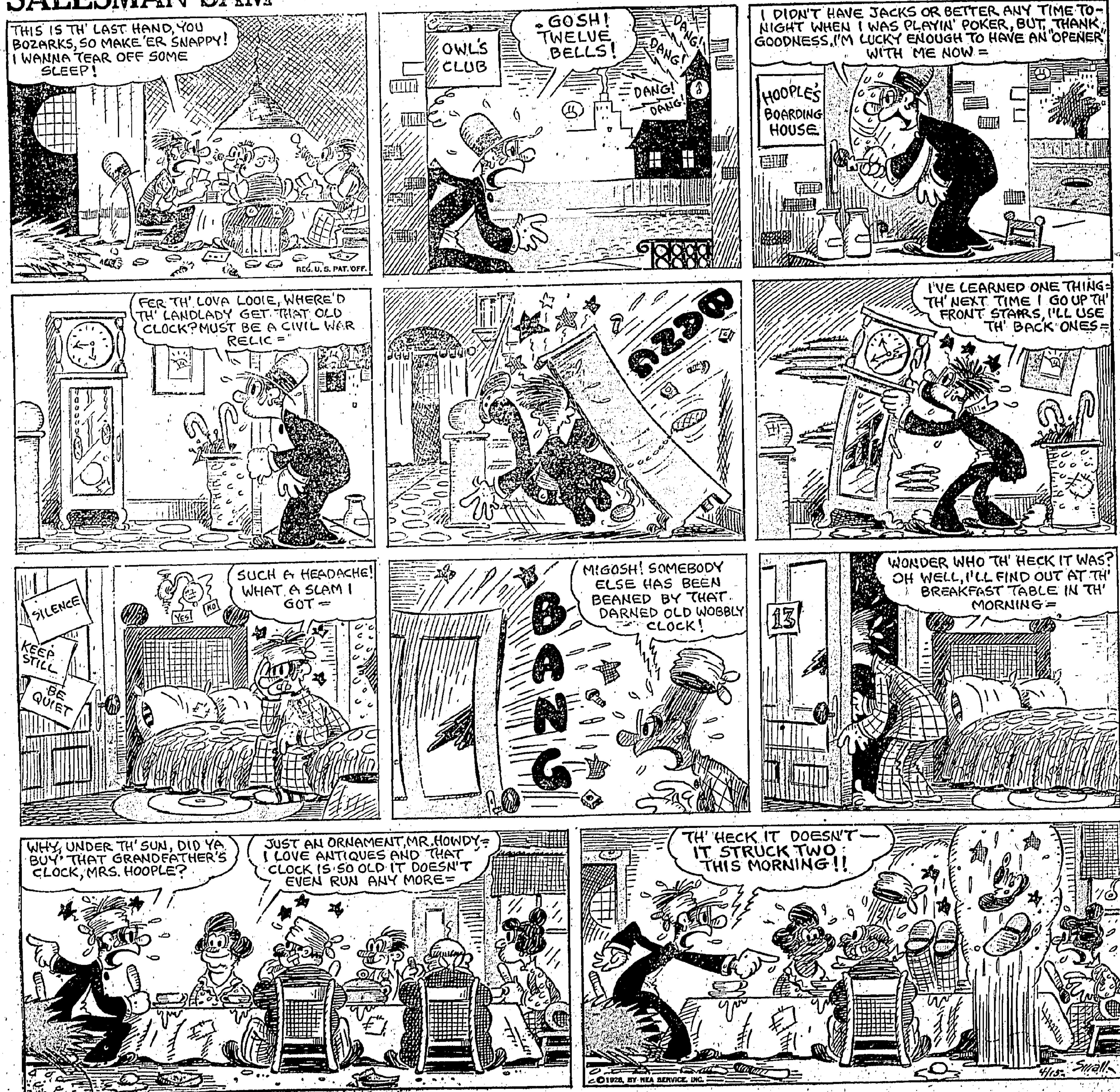
Candles are coming into their own again, and new types are being evolved every year. Slender and tapering, or squat and comfortable, their possibilities are well worth study where decoration is concerned. For even if no match ever touches their wicks, who can deny that candles have a charm, an appeal—even a romance—all their own?





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THE CRISIS IN  
SCIENCE.

## TWO SYSTEMS IN CONFLICT.

## ANALYSE THE ATOM?

[By Dr. E. E. Fournier d'Albe, F. Inst. P. in the Observer.]

Research in pure science is inspired by the desire of finding phenomena either possessed of ultimate simplicity, or else capable to some extent of being imitated by a simple model.—Karl Darrow.

I remember meeting a man at the British Association whose name was a household word among scientific men all over the world, though the general public took little notice of him until he was awarded the great Nobel Prize in Physics. He was Niels Bohr, Professor of Theoretical Physics at Copenhagen University. His rather diminutive size, pale, clean-shaven face, and dark hair were hardly in keeping with one's preconceived ideas of what a Dane should look like. The popular impression of the Viking type was rather embodied by Sir Ernest Rutherford, whose towering form and resonant voice seemed to lend an air of full-blooded vigour and adventure to a somewhat austere assembly.

These two men are the protagonists in the modern struggle for the mastery of the atom. Rutherford is enlisting all the talents and resources of the Cavendish Laboratory in the quest, and endeavouring to secure for Cambridge a prize of scientific renown greater than was ever yet awarded by humanity.

Bohr, on the other hand, makes no experiments, and organises no researches. His task is to do for the world's physical researchers what the immortal Kepler did for Tycho Brahe, who built his observatory at Uraniborg. It is to interpret their results and find some systematic connection between them, to find a path through the jungle, and the "permanent pole in the whirl of phenomena."

## Waiting for Another Newton.

We know that Kepler spent many years trying all kinds of formulas before he found those simple rules, three in number, which the planets obey. In their movement round the sun, and which Newton embodied in the still simpler law of universal gravitation. The problem has now shifted from the world of planets to the world of atoms, and history is repeating itself. Bohr, working in seclusion at Copenhagen, has puzzled out a model of the atom which strikingly imitates the behaviour of real atoms, and enables us to predict what they will do under new conditions. But in certain respects the model is not of this world. It behaves as nothing on earth would behave unless the laws of nature, as we know them, were repealed.

There is a general agreement that an atom of any substance is something in the nature of a minute solar system, with a nucleus of electrons, like planets, circling round it, the attractive force between them being electrical rather than gravitational. We can calculate the forces, the distances, and the

periods of revolution, which are similar to the periods of many known forms of radiation. So far, so good. But complications arise when we heat a substance till it glows, or bombard it with X-rays or high-speed electrons, or those curious truncated atoms called Alpha particles, the chief weapon of the New Alchemy.

For all these processes involve a transfer of energy, in the form of light or heat or electric energy, or what not. And the unprecedented and utterly unexpected feature observed in this transfer of energy is that the atoms insist on receiving it made up in parcels or doses of a certain amount, and when they give it up, they give it up in the same doses. These doses are known as "quanta," and are the larger the more rapid the vibration accompanying the transfer.

## "Energy Levels."

Bohr's hydrogen atom consists of a nucleus with a single electron revolving round it. This electron is supposed to be capable of revolving at certain "energy levels," and at no others. When it, for any reason, drops from one level to the next, it emits light, and we see a hydrogen "line" in the spectrum. How this can be, and what strange law marks off the world of atoms from our more familiar world, the modern Isaac Newton will have to reveal to us.

Not more than forty years ago the nature of light was regarded as settled once for all. Light was a wave motion in the ether of space, and all known luminous phenomena could be explained with marvellous precision on that single assumption. Man had found a "model" which faithfully rendered all the phenomena of the world of light. But he did not stop there. Like a child with a toy, he probed into the working of his model and the reasons for it. And the more he probed, the more he found himself baffled and bewildered.

The wave theory of Thomas Young and Fresnel and Abbe sufficed for the construction of modern optical and astronomical instruments, and it still suffices. Maxwell's electro-magnetic theory of light seemed to be the link destined to combine two disciplines in an indissoluble union, proof against the ravages of time. But it really was the beginning of a revolution, which eventually resolved electricity into spinning and streaming "electrons" and landed the theory of light on the horns of a dilemma.

## Waves or Corpuscles?

The science of electricity has become frankly corpuscular. Schoolboys deal familiarly with the streams of electrons—currents of naked electricity—flowing from the filaments of their valves. Will the science of light follow suit, and return to something resembling Newton's corpuscular theory?

If light does not consist of waves, how can it bend round an obstacle, as it undoubtedly does when minutely observed? And how can two beams of light "interfere" and produce darkness? These and many other observed phenomena seem impossible to account for except on a wave theory. On the other hand, the action of light in a photo-electric cell—much heard of lately in connection with television—depends more upon its frequency than upon its intensity. It is as if

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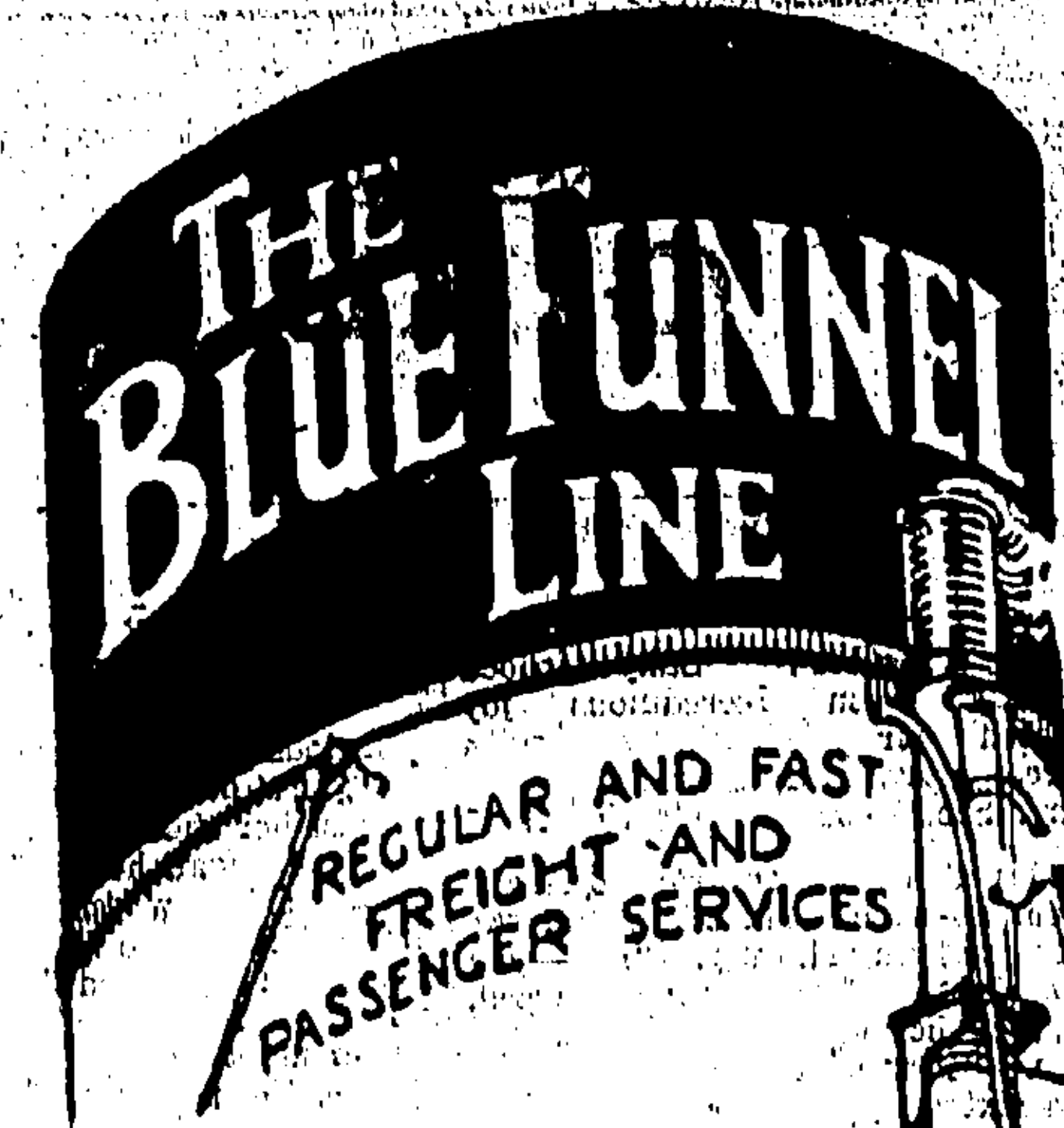
electrons had to wait for a quantum before they could escape from a metal.

X-rays show similar anomalies. One of these anomalies is put by Sir William Bragg as follows: "It is as if one dropped a plank into the sea from a height of 100ft., and found that the spreading ripple was able, after travelling 1,000 miles and becoming infinitesimal in comparison with its original amount, to act upon a wooden ship in such a way that a plank of that ship flew out of its place to a height of 100ft." Again, when mercury atoms are bombarded by flying electrons, the latter rebound harmlessly unless they reach a certain speed. Then they suddenly begin to turn the mercury atoms into sources of light of a single frequency. At that point their speed is just sufficient to enable them to hand over a quantum of energy to a mercury atom.

## A United Effort.

This looks as if energy itself were conveyed in "packets." The conception of the quantum and its first measurement we owe to Max Planck, who has just retired from the Chair of Physics at Berlin University. It can be safely said that the whole of physical research is now infected with quanta. A. H. Compton, in America, makes electrons and X-ray quanta impinge upon each other, and finds that they behave somewhat like billiard balls. Schrodinger in Germany and the Duc de Broglie in France have devised special mathematical systems of "wave mechanics" for dealing with these problems.

But the most hopeful news comes from Aberdeen. Professor G. P. Thomson, the son of the man who first proved the existence of electrons experimentally, has found them to have something of an undulatory nature, possibly of a short wave-length, inherent in their constitution. Such a combination of waves and particles is just what we need to solve the riddle. Let us hope that it will supply the answer.

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 Tel. Central No. 292, (private exchanges to all Depta.)

## INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAI via SWATOW & SHANGHAI	Hangsang Fookshing Chakshang Yatshing	Sun. 20th May at noon. Wed. 23rd May at noon. Sun. 27th May at noon. Wed. 30th May at noon.
TO OSARA via AMOY, SHANGHAI, MOJI & KOBE	Namsang	Sun. 3rd June at 7 a.m.
TO CANTON	Chakshang	Mon. 21st May at 8 p.m.
TO STRAITS & CALCUTTA	Fookshang Hosang	Tues. 22nd May at 3 p.m. Tues. 29th May at 3 p.m.
TO SANDAKAN	Hinsang	Tues. 29th May at 3 p.m.
TO TIENTSIN via WEIHAWEI	Yusang	Tues. 29th May at noon.

For freight or passage apply to:—  
**JARDINE, MATHESON & CO., LTD.**  
 Telephone 215, Central. General Managers



REGULAR FORTNIGHTLY SERVICE BETWEEN  
 JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tijmanoeck	Java, Mear	21st May	23rd May	Amoy & S'hai
Tijlilong	Dalmy, Amoy	21st May	23rd May	Batavia
Tikembang	Batavia	24th May	27th May	Amoy & S'hai
Tijpanas	Java, M'ila	27th May	30th May	Swatow & Saigon
Tijsondari	S'hai, K'lung	28th May	30th May	Batavia
Tijalak	Java, Mear	4th June	6th June	Amoy & S'hai
Tijbodes	Dalmy, Amoy	4th June	6th June	Mear & Sourabaya
Tikarang	Batavia	7th June	10th June	Amoy & S'hai
Tikembang	S'hai, K'lung	11th June	13th June	Batavia
Tijmanoeck	Dalmy, Amoy	18th June	20th June	Batavia
Tijtaoem	Java, Mear	18th June	20th June	Amoy & S'hai

† Via Macassar  
 \* Via Batavia  
 The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.  
 For Freight and Passage apply to the  
**Java-China-Japan Lijn.**

## GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.  
 Motor Vessel "GLENARA" (Via Oran) A. M. 22nd May.  
 Steamship "CARNARVONSHIRE" (Via Oran) 15th June.  
 Steamship "PEMBROKESHIRE" (Via Oran) 13th July.  
 Steamship "GLENSHANE" (Via Oran) 8th Aug.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.  
 Steamship "PEMBROKESHIRE" 28th May.  
 Steamship "GLENIFFER" 9th June.  
 Steamship "GLENSHANE" 29th June.  
 Steamship "CARDIGANSHIRE" 9th July.  
 Motor Vessel "GLENOGLE" 20th July.

For freight, passage and further particulars, apply to:  
**JARDINE, MATHESON & CO., LTD.**  
 AGENTS: THE GLEN LINE, LTD.

### PERSIAN REFORMS.

#### NATIONAL BANK TO BE ESTABLISHED.

Tehran, May 18.  
 Since he arrived here a week ago Dr. Lindenblatt, the Director of the National Bank of Persia, has been studying the projects drawn up by the German, Dr. Dotzke, a financial expert who came to Persia last winter on the initiative of the Persian Government and the American, Mr. MacCasky, the ex-Treasurer-General.  
 It is understood that the bank will shortly be established with an initial capital of 800,000 tomans out of the 2,000,000 ratified by the Majlis. Branch banks will also be established in the chief towns of Persia.

It has been decided to erect new telegraph lines where they are necessary and to extend the existing lines to the Russian and Turkish frontiers. About 1,000 miles of new lines will be needed. Most of the material has already been purchased in Russia.  
 The Government is also considering the question of purchasing ships to prevent smuggling in the Persian Gulf. It is stated that the officers of the ships will be Italian.—*Reuter.*

### GAS FOR CANTON.

#### ANOTHER ADDITION TO CITY'S PUBLIC SERVICES.

A proposal has been submitted to the Canton Municipal Government that a gas supply be made available in the city. Gas as a medium for heating and cooking is one of the comforts of modern civilization, and the installation of a gas supply will be yet another step forward in the improvement of the city.

In Canton, as throughout the country, firewood is the universal fuel for cooking purposes. Its deficiencies are too well known to need mentioning; it suffices to say that the blackened and sootied walls of all kitchens are due to its use. It hardly needs to be said that firewood as a fuel for cooking, is neither economical nor sanitary.

The proposal is now in the hands of the Municipal Council for consideration.

### EMIGRES PENALISED.

#### UNION OF RUSSIAN YOUTH ORDERED CLOSED.

Warsaw, May 18.  
 As a result of the attack on M. Lizaroff the emigre organisation known as the Union of Russian Youth in Poland has been suspended and its archives sealed.—*Reuter.*

### AIR MAIL RATES.

#### AMERICAN DECISION TO CUT IN HALVES.

Washington, May 18.  
 President Coolidge has signed the Bill cutting the airmail postage rates in halves.—*Reuter's American Service.*

### LIEUTENANT ROBBED.

#### YACHT ATTENDANT CHARGED WITH THEFT.

Whilst bathing off Lamma Island on Sunday, 2nd, Lieutenant J. A. Burns, of the 2nd Batt. Scots Guards, had his clothes tampered with and later discovered that \$23 in Hongkong bank notes had been removed from his pocket. After a search the money was found hidden behind a locker and as the yacht attendant was the only other person on board he was handed over to the Police. He was yesterday charged before Mr. W. Schofield with theft of the money.  
 Mr. J. M. Remedios appeared for the defendant.

Acting Sub-Inspector Mair, who prosecuted on behalf of the Police, said that Lieut. Burns and two other brother officers boarded the yacht Gael off the Shamshuiho Camp last Sunday morning. The defendant was employed as yacht "boy." After cruising about for some time they eventually landed at Lamma Island where they decided to have a swim.

After bathing the officers went to change and Lieut. Burns found that his purse, which he always kept in his left hand trousers pocket, was in the right hand pocket. He at once became suspicious and on examining the purse found he had lost \$23. He accused the boy but the latter denied all knowledge of the matter. The boat was searched and the money recovered from behind the locker where it had been concealed.

On arrival at Shamshuiho the defendant was handed over to the Police.

In evidence Lieut. Burns said that he had gone out together with Lieut. C. A. R. Coghill and Lieut. G. M. Kimmont. The defendant was the only other person on board. When the yacht was anchored off Lamma Island it would have been impossible for any one to wade out to the yacht without swimming.

Corroborative evidence was given after which the case was adjourned.

Princess Elizabeth spent her second birthday with her Royal grandparents at Windsor Castle.

Living at Gerona, Spain, in a thatched cottage, Antonio Serra has celebrated his 110th birthday.

### CONSIGNEES' NOTICES.

#### OCEAN STEAM SHIP, CO., LTD. And CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamers, "HELENUS"  
 FROM UNITED KINGDOM AND CONTINENTAL PORTS via STRAITS.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 18th May. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.  
 All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.  
 No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th May, will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before the 7th June or they will not be recognized.  
 No Fire Insurance will be effected. Hongkong, 18th May, 1928.

### N.Y.K. LINE.

(NIPPON YUSEN KAISHA).  
 From EUROPE and STRAITS.

The Steamship "MITO MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.  
 Goods not cleared by the 25th May 1928, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period.  
 All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.  
 No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected. NIPPON YUSEN KAISHA, Hongkong, 18th May 1928.

## HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,

### CANTON LINE.

Sailings from Hongkong—Daily at 8 a.m. (Sundays and 10.30 p.m. 10.30 p.m. only).  
 Sailings from Canton—Daily at 8 a.m. (Sundays and 4.30 p.m. 4.30 p.m. only).

### MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).  
 FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

### EXCURSIONS TO MACAO.

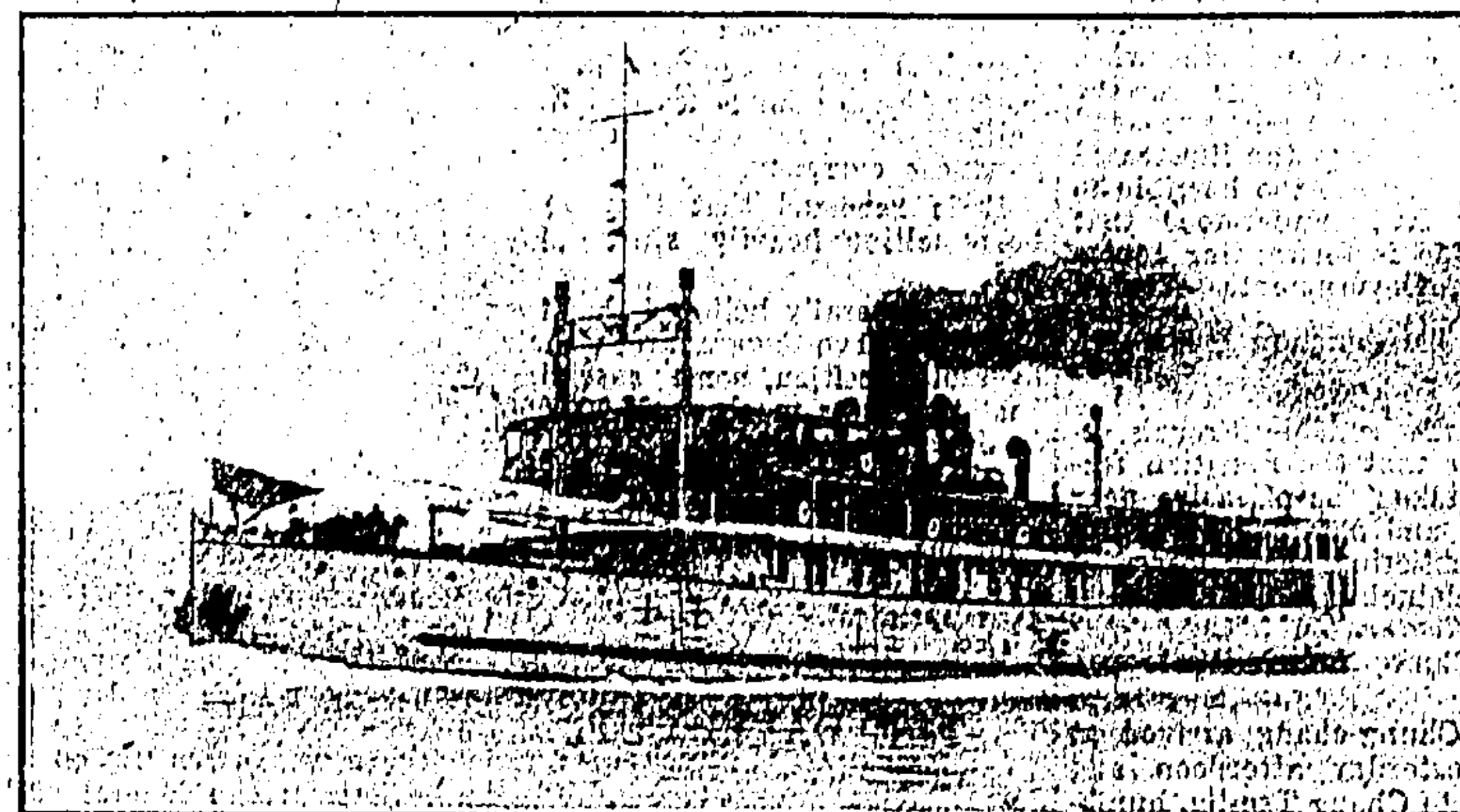
SUNDAY, 20th MAY.  
 HONGKONG TO MACAO | MACAO TO HONGKONG  
 9.00 a.m. "SUI AN" | 3.30 p.m. "SUI AN"  
 RETURN SALOON PASSAGE FARE: \$5.00.

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TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

Codes Used A1. A.B.C. Fifth Edition, Engineering, First and Second Edition.  
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Passenger & Cargo River Steamer, built and engaged at Kowloon Dock, by the Hongkong and Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd., for service on the Middle Yangtze Hankow-Johang.

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**R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.**

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 Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

### PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
LAHORE	5,352	19th May.	Marseilles, London, A'werp, Rotterdam & Hamburg
KIDDERPORE	5,334	22nd May. noon.	Straits, C'bo B'bay & Karachi
MALWA	10,986	26th May.	Bombay, Marseilles & London
TALPORE	5,273	31st May.	Straits, Colombo & Bombay
JEYPORE	5,318	2nd June.	Marseilles & London
DELTA	8,097	9th June.	B'bay, M'los, L'don & A'werp.
MIRZAPORE	6,715	19th June.	Straits & Bombay
RANPURA	16,601	23rd June.	Bombay, Marseilles & London
NOVARA	6,989	30th June.	Marseilles, London, A'werp, Hull, Rotterdam & Hamburg
KHYBER	9,114	7th July.	M'los, L'don, A'werp & Hull
RAWALPINDI	16,619	21st July.	Bombay, Marseilles & London
NANKIN	7,058	28th July.	Marseilles, London, A'werp, Rotterdam & Hamburg

† Cargo only.  
 Frequent connections from Port Said for Passengers & Cargo to Constantinople, Fyres, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

### BRITISH INDIA-APCAR SAILINGS

TALMA | 10,000 | 26th May. | S'pore, Penang & Calcutta  
 † Cargo only.

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

### EASTERN & AUSTRALIAN SAILINGS (South)

TANDA | 6,656 | 1st June. | Manila, Sandakan, Thurs.  
 ST. ALBANS | 4,500 | 29th June. | Island, Townsville, S'pore, Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia  
 The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Oboe, Kulambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.  
 Frequent connections from Australia with the following:—  
 The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
 The P. & O. Royal Mail Steamers to London via Suez Canal.  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI & JAPAN

SANTHA	7,754	20 May 6 a.m.	Amoy, Moji, Kobe & Osaka
MIRZAPORE	6,715	21 May 10 a.m.	Shanghai, Moji & Kobe
DEVANHA	8,155	22nd May.	S'hai, Kobe Osaka & Yoko
RANPURA	10,601	25th May.	S'hai, Kobe & Yoko
TILAWA	10,006	2nd June.	Amoy, S'hai, Moji, Kobe & Osaka
NANKIN	7,058	5th June.	S'hai, Moji, Kobe & Yoko
TAKADA	8,948	7th June.	Amoy, Moji, Kobe & Yoko
ST. ALBANS	4,500	5th June.	Moji, Kobe, Osaka & Yoko
KHYBER	9,114	8th June.	S'hai, Moji, Kobe & Yoko
TALAMBA	8,018	17th June.	Amoy, Moji, Kobe & Osaka
RAWALPINDI	16,619	22nd June.	S'hai, Tsingtau, Wei-hai-wei, Kobe & Yoko

† Cargo only.  
 All dates are approximate and subject to alteration without notice.  
 WIRELESS ON ALL STEAMERS.  
 Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.  
 For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & Co.,**  
 P. & O. Bldg., Connaught Rd., C. Agents.

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### AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG  
 S.S. "ADRASTUS" ... via Suez Canal 4th June.  
 S.S. "CITY OF NEWCASTLE" ... via Suez Canal 15th June.  
 S.S. "HELENUS" ... via Suez Canal 29th June.  
 S.S. "CITY OF OSAKA" ... via Suez Canal 18th July.  
 S.S. "DARDANUS" ... via Suez Canal 27th July.  
 S.S. "CITY OF EVANSVILLE" ... via Suez Canal 10th Aug.  
 S.S. "LYCAON" ... via Suez Canal 24th Aug.  
 Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without notice.  
 For freight and particulars apply to:—  
**BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.**  
 Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

## AUSTRALIAN-ORIENTAL LINE, LTD.

### "Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND.  
 Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.  
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.  
 HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails hence on or about
CHANGTE	8th June.	15th June
TAIPING	10th July.	17th July
CHANGTE	7th August.	17th August

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## THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.  
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Water, also Telephone.

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Hotel launch meets all steamers.

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The Premier Hotel in Kowloon with all modern conveniences.  
High Class Cuisine and Table Appointments. Wonderful view of the  
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Every Room with Private Bath, Lounge, Bar and Billiard-Rooms.  
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Terms moderate. Special terms to families on application to:  
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After-dinner  
dancing everyTuesday, Thursday  
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## Grill

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Cable Address:—"RIVIERA, MACAO"

EMBODYING THE  
LUXURIES OF MODERN HOTEL  
CONSTRUCTION

THE FINAL EXPRESSION  
OF COMFORT AND  
SERVICE

JAPAN TO SEIZE  
MANCHURIA?

(Continued from Page 1.)

Paotingfu is captured.

Shanghai, May 18.  
The troops of General Yang Yu-ling and Chang Hsueh-liang at Paotingfu have launched a successful counter-attack on the joint army of Marshal Feng Yu-hsiang and Yen Shi-shan, capturing 3,000 prisoners. Paotingfu is now in the hands of the Northerners.

What Japan Demands.

Tokyo, May 14.  
With reference to the report that the Nanking Government has decided to dismiss General Ho Yao-tzu as the responsible person for the Tsinan outrages, Japanese military authorities here state: "Unless the Nanking Government offer an apology for the outrages committed by Southern troops, by dealing severely with the whole of the responsible persons and announcing to the world that the blame for the incident lies with the Southern troops, the Japanese Army will never be satisfied with such a simple step as the dismissal of General Ho Yao-tzu alone."—Tokyo.

Tientsin Feeling.

In a circular telegram to all the people of China, the Tientsin Bankers' Association declare that the Japanese occupation and "de-valuation of the Chinese territory" is a direct transgression of the sovereign right of the Chinese Government. The telegram urges leaders of all political factions to put aside civil strife and to fight the common foe.

Chang's Assurance.

Rumour is rife as to Marshal Chang Tso-li's intentions but it is stated that he ordered the Chairman of the Chinese Chamber of Commerce to his yamen and informed the latter that for the time being he will remain in Peking.

NANKING EMISSARIES  
ABROAD.

Allotted to Various Capitals for Propaganda.

The disposition of travelling members of the Kuomintang is as follows, says a Shanghai paper: Dr. C. C. Wu, Washington; Dr. Wang Chung-hui, London and Geneva; Messrs. Wu Han-min and Li Chien, Paris; Mr. Sun Fo, Berlin and the Hague.

These former officials will conduct propaganda on the Tsinan incident in the various places to which they have been assigned. Mr. Wang Ching-wel, leader of the Left Wing of the Kuomintang, has called saying that he is prepared to lay aside his difference with the Nanking leaders in view of the Tsinan incident.

"Clearing for Action."

Peking, May 18.  
The Japanese appear to be "clearing the decks for action." Ten Yokohama Specie Bank families, as well as other Japanese left Peking to-day, but the departure of the Legation women and children has been postponed until the 21st as the special ship does not arrive at Tongku until then.

Large parties of Chinese workmen are actively engaged under Japanese direction in levelling the ends of the polo ground and the east glasia. It is believed they are preparing an aerodrome.—Reuter.

Japan Exhibits Photographs.

Peking, May 18.  
Sir Austen Chamberlain's hopes that later news would not confirm the account of the horrible outrages committed on Japanese in Tsinanfu unfortunately will not be fulfilled.

The Japanese Legation has shown to Reuter and other correspondents the photographs of the bodies of more than a dozen murdered Japanese civilians, all of which were most barbarously mutilated, sexually and otherwise. The correspondents are of the opinion that it is useless to send the photographs to the illustrated papers as they are too horrible to print, but it is understood that the Legation is forwarding copies to foreign Governments.—Reuter.

Heavy Kuominchun Losses.

Peking, May 18.  
Apparently reliable French reports state that the Fengtien forces have taken the offensive near Paotingfu and obtained an initial success, inflicting heavy losses of the Kuominchun and Shansi armies.—Reuter.

Chang Chung-chang's Apology.

Peking, May 18.  
Chang Chung-chang arrived at Peking yesterday afternoon and kowtowed to Chang Tso-li, humbly apologising for the loss of Shantung.—Reuter.

Donations of \$500 each for the establishment of the Chinese Faculty in the Hongkong University were received yesterday from Messrs. Lap Kee, Sang Lee and Co. and Mr. Fung Chuk-lam.

POLICE SCANDAL  
ENQUIRY.HOME OFFICE SEEKING  
ENQUIRY.MATTER OF DEFINITE PUBLIC  
IMPORTANCE.

## SIR LEO MONEY'S CASE

London, May 18.  
The Home Secretary Sir William Joynson-Hicks, gave notice of a motion, to be moved in the House of Commons and the House of Lords on May 22nd, approving the establishment of a tribunal enquiry into a "matter of definite and urgent public importance, namely the prosecution of Sir Leo Chiozza Money and Miss Savage, the evidence given therein, and the action of the Police in connexion with the interrogation of Miss Savage on May 15."

It is understood that when the Tribunal is finished, the Home Secretary will assent to a larger investigation of the Police methods, in which connexion he is at present consulting with the Labour leaders and Sir John Simon.

First Class Sensation.

A first class sensation has been caused by the alleged police methods arising out of the recent acquittal of Sir Leo Chiozza Money and a girl friend of 22, Miss Irene Savage, who were charged with improper conduct in Hyde Park.

The question of prosecuting the plain clothes officers who arrested them for perjury has been under official consideration. In the meantime two Scotland Yard men went to Miss Savage's place of employment, took her to Scotland Yard and, it is alleged, subjected her to five hours' examination.

The matter was brought up in Parliament when a Labour member, Mr. Johnston, read a sworn statement that she was cross-examined in a most indecent fashion.

The House was most indignant and the Home Secretary promised a searching inquiry by a High Court Judge.—Reuter.

Ridiculous Allegations.

Sir Leo Chiozza Money and Miss Irene Savage, aged 22, were charged on May 2nd, at the Marlborough Street Police Court, with having behaved in a manner likely to offend public decency in Hyde Park.

Both accused strenuously denied the allegations of two policemen, which Sir Leo Money's counsel, Sir Henry Curtis-Bennet, K.C., described as ridiculous, in view of the irreproachable character of both defendants. Sir Leo Chiozza Money was acquainted with the girl through her family.

The Magistrate, Mr. H. L. Cancellor, stopped the case as Miss Savage was going into the witness box, and awarded ten guineas costs against the police.

The Magistrate said that if the report of the affair had been sent to the Commissioner, the case might never have been brought and much pain would have been spread to the defendants.

YEN SPECULATORS'  
PROFITS.CHINESE IN SHANGHAI OUT  
TO DEPRESS MARKET.

## HUGE TRANSACTIONS.

Shanghai, May 19.  
Political reverberations in the local exchange have this time yielded unexpected results. There are conflicting reports concerning the present state of the Chinese speculators, rumours alleging that they highly over-bought the yen before the Tsinan clash and then deliberately went out to depress Japanese currency.

It is reported that they have been selling heavily since May 3rd.

It is generally believed that the Chinese have aggravated their oversold position, some asserting that this is as much as 20,000,000 in Japanese currency.

One speculator is likely to reap enormous profits, but others are cautious due to the steady buying by the Japan banks.—Our Own Correspondent.

## THE DAVIS CUP.

ITALY MAKES FURTHER  
PROGRESS.

Rome, May 18.  
In the second round of the Davis Cup Competition, Italy eliminated Rumania by three matches to none.—Reuter.

HISTORY OF BRITISH  
PARLIAMENT.PROPOSAL TO BALDWIN  
GOVERNMENT.

London, May 18.  
A memorial is to be presented to the Prime Minister asking him to appoint a Committee to consider the editing and publication of a full list of Members of Parliament from the year 1264 to 1861 with such particulars as to polls and party as may be discovered.

The object is to obtain a complete record of Parliament from its beginning.

The memorial has already been signed by a considerable number of Members of Parliament of all parties. It is stated that the assistance of two or three learned professors interested in historical research is assured, provided that the Government is prepared to move in the matter.—British Wireless.

## HITCH IN COURT.

OVER ADMISSION OF  
SOLICITOR.

An unusual situation arose in the Supreme Court this morning before the Chief Justice, Sir Henry Gollan, when he adjourned an application for the admission to the Court as a solicitor and proctor of Mr. Frank Xavier D'Almada e Castro, son of Mr. F. X. D'Almada, of Messrs. D'Almada and Mason.

It was pointed out by the Attorney General that the applicant had not received his certificate of admission to practice in London. The Chief Justice said he could not make a conditional order and he did not see how he could make exemption in the application as it went to the root of admission. He would adjourn the application and directly the documents arrived the application could be renewed. "I am afraid I cannot do more than that."

His Lordship expressed his regret to Mr. D'Almada, senior, adding that he could not very well get over the difficulty.

TWO ATTEMPTED  
SUICIDES.MAN AND WOMAN JUMP INTO  
HARBOUR.

A Chinese attempted to take his life yesterday by jumping overboard from the s.s. Kwangtung, which was lying alongside the Yuen On Wharf. The man was rescued by sampan people and was subsequently admitted to the Government Civil Hospital.

A Chinese woman also attempted to commit suicide in the same way, by jumping off the Pottinger Street Wharf, yesterday. Two firemen from the steam launch P.D. 1 went into the water after her and managed to keep her afloat until all three were picked up. The woman was removed to the Government Civil Hospital suffering from the effects of the immersion.

CHINESE SOLDIERS  
DESERT.BELIEVED TO BE IN  
HONGKONG.

Two Chinese soldiers belonging to the 2nd Battalion of the Cantonese Army have deserted from their Regiment and are believed to have come down to Hongkong, wearing the uniform of the Yun-nanese troops.

A report to this effect has been made to the local police by Po Ming-on, a staff officer, who is staying at 43, Des Voeux Road Central.

## HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:—1. To send the telegram as a picture so that the receiver gets a facsimile of the sender's handwriting. 2. The United States and France. 3. A vast neopropolis, fifteen miles south of Cairo, on the edge of the Libyan desert. Interesting discoveries as the result of excavation have been made. 4. 800 miles. 5. Somerset House. 6. Henry Zarnock. 7. (a) Hector; (b) Pandarus; (c) Tantalus. 8. Ben-jamin. 9. Old Provencal dialect. 10. 140 per minute. 11. A great calamity in the Arthurian legends. 12. Great Britain, France, Russia.

Wm. Ernest Cordery, a young Slough motor-cyclist, died in Windsor Hospital from injuries received when thrown from his motor-cycle in a collision with a pedal cyclist.

There was a procession half a mile long at the funeral at Hammersmith of the Rev. George Nelson Walsh, Vicar of Hammersmith for 21 years.

A few hours before he was to have been married John H. White, 22, was found dead in machinery at the Imperial Chemical Co.'s Gateshead works.

"DAD—I'LL ALWAYS  
STICK BY YOU!"

—and with his son's simple pledge of eternal comradeship ringing in his ears, Capt. Stephen Sorrell, M.C., went forth, with joy in his heart, to fight his greatest battle—to win from life, happiness for "Kit."

HERBERT BRENON'S  
PRODUCTION

## SORRELL and SON

WITH  
H.B. WARNER  
ANNA Q. NILSSON  
ALICE JOYCE  
NILS ASTHER  
CARMEL MYERS

UNITED ARTISTS PICTURE

SPLENDID DRAMA

The love of a father for his son; a love that laughed at a world that called him a failure—a love that asked of life only one reward: "Make me a success as a father."

AT THE QUEEN'S FINAL SHOWINGS  
— TO-DAY  
At 2.30, 5.00, 7.15 & 9.30.

## Mystery!—Suspense!—Intrigue!—

## "DIPLOMACY"



ARLETTE MARCHAL—NEIL HAMILTON—MAIT MOORE

AT THE WORLD FINAL SHOWINGS TO-DAY  
At 5.15 and 9.20 Only  
At 2.30 & 7.15—Chinese Drama, "LOK YEUNG BRIDGE."

THE amazing drama  
of a beautiful spy  
who demands the life  
of the man who scorns  
her love.

A modern  
version of  
the famous  
story of  
Salome.



## The HEART of SALOME

WITH ALMA REUBENS  
AT THE STAR FINAL SHOWINGS TO-DAY  
Continuous 2.30 to 11.15.